

TRansmission



**New member Norm Holland and
LD1954, his TR2 , now under restoration**



The Canterbury team clearly enjoying themselves



TRAnsmiSSion

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FRONT AND BACK COVERS

Our two final photo winners

Front - from Doug Osborne from the Deep South Group.

Back– Graeme Thomas' last winning entry (he had three)

Again well done guys, and thanks for being enthusiastic entrants.

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



Spring time, listening to the rural report last night the presenter described the rainfall as something farmers didn't need given what we have had recently. I think we are all over it & looking forward to sharing those spring blossoms with some sunshine. What has been happening since the last publication? Well not a lot really and Top Torque will take some padding out this time.

The North Island get together organised by Ken Pfeffer was held in Taupo during June and was extremely well attended. One highlight was Ian MacPherson who arrived in his newly acquired Grinnall. It is a unique car here in New Zealand and has been hidden away for the last 15 years, so full marks to Ian for getting it out on the road again. As a measure of the weekend's success we all decided to meet in Taupo again next year. Thanks Ken, for achieving the right balance of driving and socialising.

I imagine the draft of the new Constitution issued with the last edition of Transmission made riveting bedtime reading. It is my contention that the membership is happy with the Constitution proposed as the responses totalled a firmly round number. The constitution will now be put forward for adoption at the AGM.

While we are on the topic the AGM will be held on 14th November at 7.30pm, the venue being the Normanby Hotel in Mt Eden, Auckland. This is an opportunity to have a meal and catch up with fellow members ahead of the meeting and I look forward to seeing you there.

In the last issue we announced the launch of our new website, by now you will have surfed it and noticed that each Group has its own page. So far four of the groups have started to populate their pages and to demonstrate what can be achieved Deep South have posted a video of one of their runs, turn up the volume and you may (or not) admire their taste in music. Webmaster, Brian Sadgrove is working on the members' area and this will continue to come on stream as modules are completed. You will notice in the Gallery Brian has posted images of his TR6 restoration just back from the paint shop. This opportunity is available to each of us, and is a great way to show off our restoration progress or just interesting TR images.

Jan Hendrix and Alisdair Keucke are making good progress on organising the National Weekend. If you have not booked as yet then do so and don't forget to book your accommodation at the same time. The challenge is to have a really good turnout in spectacular Auckland. Well, I'm prejudiced I know.

Each year Auckland's main classic car event is the Intermarque Concours d'Elegance, and in 2012 the Auckland Group entered two Belgrove TR's. It was a lot of fun and the Group have committed to enter again in February 2013. The search is on for two TRs (preferably of the same body style) to showcase for judging. There are many concours standard cars in the club and if you would like to see yours in the ring with its peers then please contact Jan Hendrix. The car need not necessarily be Auckland based and Jan will be organising a bunch of volunteers to prepare the cars.

Let's take any opportunity to showcase our TR's as Deep South did earlier this month by putting on a very professional display at the Auto Spectacular Show. Well done guys.

By now you will all have received your membership renewals. The club values all members and retaining our membership is very important. Many thanks to all those who have sent their sub, can I ask those of you who have not to address the matter directly. In order that the club has your current contact details would you also check your information recorded on the form, make any required corrections and return it to us please. As we intend to communicate more by email in the future we need to ensure the full membership is being reached.

Roll on summer.

Frank

Meet your committee

Robert Johnston joined the committee twenty one years ago in 1991 shortly after buying his TR5 (and a TR6 at the same time ...one of them was more or less by accident!) looking for a new interest to replace aeroplanes. Early days saw the development of the CAMS3 membership software system for the Register to assist Chris Watson, the President at that time, with a project to expand membership.

The 1990's saw a great deal of fun in Robert's TR6 as he set about restoring the TR5, a project that took 4-5 years to complete ...yes, he has been quoted as saying it would only take a few months but During this a lot of components were needed to rebuild the TR5 and, as a result of this, Robert became involved in assisting Kevin Tinkler and Brian Peet with sourcing and importing spare parts for the Register and members, a task that carried on together with looking after the Register's parts operation for about the next 20 years. The TR6 was sold to the South Island in the later 1990's in part to force Robert to complete the TR5 project with not so many distractions.

In the late 1990's the Register decided to venture into the digital age and establish a website. In those relatively early days of the Internet Robert setup the first pages of the club's website www.trregister.co.nz and has continued as webmaster up until now as the web presence has grown over the years since.

The red TR5, now familiar to most members emerged from its rebuild in 1999 and has been to most National Weekends since travelling about 13000 miles in the last decade. As well as the TR5 (and the TR6) there was also a blue TR7 in the garage for a year or two. In 2006 Robert imported a gold TR8 from its original owner in California and, since then, that has been to the odd National Weekend when the TR5 was left at home. Robert(?) now wants to replace this with something elsemaybe a MX5 for Stella?

Robert followed Peter Mence in the role of president in 2004 and held that role for six years until retiring in 2011. During this period several projects were tackled including strengthening the relationship with other TR Registers particularly in the UK and Europe by visiting them for major events and inviting their members to make themselves known to our club when they were visiting New Zealand as well as increasing the emphasis on the local groups around New Zealand. Another major undertaking involved locating as many as possible of the TRs in New Zealand owned by non-members ..."The Great TR Hunt". This led to a successful membership drive during 2008-09 that increased the Register's overall membership by about 25%

Living in St Heliers, Auckland with his wife Stella, Robert is continuing to support the closer relationships with overseas' TR Registers and similar groups in UK and Europe as well as providing technical support to club members and continuing to serve on the committee albeit with not quite as many roles as in the past as others now take on most of the major tasks.

(From Stella with a bit of help from Robert. And... from Robert by himself...)

What have been the highlights of over twenty years with the TR Register NZ?

Well, there are quite a few and trying to narrow the field down to just one or two is not that easy. However a few that do stand out include the National Weekends and the odd day on the Track at Taupo with the TR6, Jan Hendrix's ingenious ...and sometimes quite sneaky Isadora Duncan events ... and the Murder Mystery Weekends organised by Peter, Jenni & Sam Mence. Thank you guys for making these great experiences possible.



EDITORIAL TEAM *TALK*

Spring has sprung. And aren't we all delighted about that.

The great days may still be a bit occasional, but serious TR time is coming. Hopefully you managed to get a few of those little jobs on the car done over the winter, and driving can be the focus for the next six months or so.

Based on the various area reports, there's still been a good level of activity over the last quarter, so hopefully you enjoy reading what the rest of your TR friends have been up to. Thanks to the Group Leaders for keeping us informed, so we can share that with the wider membership.

There's a good smattering of other interesting material in this edition.

Part 2 of the story from Kevin Tinkler (with help from others in NZ and overseas) about the TR2 Speed Models is a fascinating bit of motoring history. Have a read on page 28. We'd like to acknowledge the great work that Kevin does as the Register Registrar. Certainly as editors we appreciate the article he sends each edition, which we know he puts quite some time into researching and developing, and is always of interest.

And Mark McLachlan, from the Deep South Group, is a fascinating bit of history too. He is an incredibly enthusiastic member of the group and his passion for TRs, and the story about his recently restored TR250, is a great read.

Our photo competition winners have kept the front and back covers of Transmission looking great for a while now. Our last two winners are published this edition, the front cover from Doug Osborne of the Deep South Group and the back cover from our Hawke's Bay leader, Graeme Thomas. While the competition is over, we still need plenty of quality photos if the content of Transmission is to remain strong, so please keep them coming.

Some of you will be aware that the Government is proposing changes to the rules on warranting and licensing of vehicles. While we haven't done any work on the detail of this, as car enthusiasts you may be interested in learning more, and may wish to make a submission (they close at the end of October). Jonathan Peterson has identified this issue and suggests you

have a look at

<http://www.transport.govt.nz/ourwork/Land/vehiclelicensingreformconsultation/>.

As you may recall, we have long been keen on the e-version of Transmission and many of you have previously requested a copy in electronic form. As mentioned last edition, with the new website now in place, this is accessible to all of you by clicking on the TRansmission tab on the home page, then entering your email and password. Simple. And thanks to Brian Sadgrove for setting up the new website and this facility.

We are fortunate to be members of an excellent group of TR enthusiasts, owners of such interesting cars, and to be heading into the time of year when we can spend more time enjoying both.

Make the most of it.

Stephen, Trevor, & Brian



TR Register New Zealand (Inc)

Notice of Annual General Meeting

The AGM will be held :

Date - 14th November

Time - 7.30pm,

***Place - The Normanby Hotel,
Mt Eden, Auckland.***

Canterbury Tales...

Spring seemed to have arrived in Canterbury at the very start of September, with nice warm days for a short spell. It quickly left again if the last few days are anything to go by (at least as I write this), as the temperature has dropped. However, it is still sunny, which is great news for open topped cars and their drivers. Even though we have several very hardy souls in our group who always seem to have their hood down no matter what the weather, it's always nicer on a warm or at least sunny day.

We had a good sunny day for our drive around the Canterbury plain, ending up at Leeston for lunch, which we held on Sunday 15 July, which was just about the mid winter. Ten cars started the run at Rolleston and it took us just over an hour and twenty minutes to get to Leeston via a roundabout route. Sticking to the back roads, we saw plenty of farmland, with the constant backdrop of the snow capped Alps. We were met at Leeston by two or three other couples, who came along for the lunch and the company, which made us up to 22 people. This run gave us a good opportunity to blow out the cobwebs from the cars that had gathered through autumn and to explore some of those country back-roads we are so blessed with in Canterbury.

We had our July monthly social get together at 25 July, at Caspers Café and Bar in Woodend, which is north of the city. Casper's is a small but friendly establishment, in what is a small town; it was well attended with 20 or so members taking part. An odd thing happened at this get together; nearly all the men seemed to gather together on one table and the ladies on another. It was a bit like a 1970s party!

For our August social evening we went to Daphne's Chinese Restaurant in Upper Riccarton. Daphne's is a very nice, modern, and quite large venue. The food and service was excellent. It's always a good sign of the quality of the food when people of the same ethnicity as the restaurant's, frequent it. Daphne's was well supported by the local Chinese community.

Our group's next social outing is scheduled for 26 September at the Rock Pub in Rolleston. Come and join us if you are in town.

We are looking forward to the warmer weather, and if you have looked on our region's page on the Register Web Site, you will see we are making a push down to Twizel in November. We will try and fit in another short, local area run, ending in lunch, in the next few weeks.

John and Denise

The grid at the start of the Plains Run



Denise & Morag



Belinda & Malcolm





TR REGISTER NATIONAL WEEKEND 2013 AUCKLAND, NEW ZEALAND

Thursday 28th February to Sunday 3rd March 2013.

Planning is well underway for NW2013, details will be displayed on our new web site very shortly with the facility to register on line, or if you prefer print out a registration form and return it by post.

For those wishing to book their hotel room the details are as follows:

Reference No. 6S414
Barrycourt Hotel
10-20 Gladstone Road,
Parnell,
Auckland 1052
Ph. 09 303 3789 or 0800 50 44 66
Email: reservations@barrycourt.co.nz

There are three room types available: ‘

Standard King Size Bed	- \$114.00 per night
Standard King Size plus Single Bed	- \$124.00 per night
Double Queen Size plus Single Bed	- \$127.00 per night

We don't want to give too much away at this point other than to say we have some great things planned. As this is the first time a National Weekend has been held in Auckland we want to show you Auckland at its best and ensure you have an enjoyable and memorable weekend.

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

Hawkes Bay Happenings...

Thank goodness winter is theoretically over. It has been rather a wet one in Hawke's Bay and August and September were quite warm until that southerly blast reminded us that winter doesn't let go that easily. The weatherman has hinted at a long dry summer - we hope he has got it correct this time as we could do with a good vintage.

Not a lot has been happening since the last Transmission. We have had our Club Nites each month and a couple of runs.

The first was the Mid-winter Weekend in Taupo. A lovely weekend organised by Ken Pfeffer and even the weather played ball. Four cars (Robbie's TR2, Bevan's TR6, Weir's TR7 and the Thomas TR Lotus) set off on a nice Saturday morning (TR2 topless) stopping at Tarawera Cafe for the regulation coffee break. This place has certainly improved since the demise of the Tavern. Well worth a stop if you are travelling over the Napier-Taupo Road. We arrived at the Marina in Taupo and met up with TR stalwarts from Warkworth to Wellington, and cars from Tiger to Honda. Instruction sheets were handed out to lead us on a drive to the Aratiatia Rapids to watch the dramatic opening of the floodgates and of course plenty of time for a chat while waiting. Then a drive north of Taupo before returning to our accommodation at Chelmswood Motel. A great set-up for car people with a central courtyard for



parking cars, so quite secure. A soak in the hot-tub was top of the choices before the generous hosts ferried us to the Mole & Chicken restaurant. A very busy place and great food. Lots of chat, meeting new TR friends and old, even keeping an eye on the rugby. The restaurant owners ferried us all back to the motel at the end of the evening - what fantastic service.

It rained overnight but dawned dry and as the morning progressed the sun appeared. We again assembled at the marina and another list of instructions provided which took us on a tour to Kinloch and a cafe for the necessary coffee. We weren't the only crazy ones here as a group of locals were also partaking of hot drinks and food after a mid-winter plunge in the lake at a 'mild' 10deg or so! Continuing on in a loop we joined SH1 and headed back towards Lake Taupo, with options to stop at the geothermal steam lookout, prawn farm and Huka Falls. Then to the final stop of the weekend for lunch. A very pleasant meal was served to the hungry troops with lots of convivial chatter before we all departed for home.

Thanks again to Ken for his wonderful organising of a memorable weekend.

July 29th was a lovely mild sunny day for winter. A lunch run was organised, meeting at the Tuki Kitchen for coffee. Joy and I arrived and enjoyed a very pleasant coffee sitting outside in the sun. A great day for top off moTRing. Whilst there we were approached by a customer saying his brother in Christchurch had a car like ours (TR2). Turns out he was Alan Dunscombe's brother - small world! As no one else arrived we headed across to Bridge Pa where our daughter lives and had lunch outside with them, then scurried home mid-afternoon before the promised rain arrived.



One of our members (Will Coop) has restored a 73 TR6. He purchased the car new in the UK in 1973 and drove it around Europe and then shipped it to Canada and eventually drove it to LA where it was shipped to NZ.

The car had done 95000 miles and was in need of much work and Richard Hibbert from Havelock North was instrumental in getting most of the work done for Will.

The big problem Will encountered was that there just didn't seem to be anyone around that understood the Petrol Injection, Vantage's from Chch reconditioning of the PI parts was disappointing as they mostly needed doing again. However the break-thru came when we discovered Brian Pocock at Hopps Garage in Gisborne, he fully understands the PI system and if anyone is having problems Will strongly suggests they contact Brian. Had he known of him earlier it would have saved a considerable amount of money and frustration.

My TR2 was promised some work over the winter but unfortunately nothing has been done so far - it is very cold out in the garage at night, perhaps a heatpump might be called for.

Graeme & Joy

Hawke's Bay Events

Sunday September 23rd: Note change of date. Spring Picnic Run, Meet at Bird-woods Gallery, 298 Middle Road, Havelock North at 10.30am. Bring picnic lunch

Thursday October 4th: Club Nite 7pm The Station, Napier

Sunday October 28th: Fun run to Tarawera Cafe on Napier/Taupo Rd. Organised by Ray & Carol Weir who promise some interesting things to do. Ph 06 8785971. Maybe some Taupo folk will join us.

Thursday November 8th: Club Nite, 7pm The Thai Hut, Karamu Rd, (The old Cat & Fiddle) Hastings. BYO wine

Sunday 25th November: Picnic run. Meet at Wyndhams in Clive (just on the Hastings side) at 10.30am

Sunday 9th December: Christmas run. Meet at Tuki Kitchen (Old Te Mata Cheese Factory) at 10.30am. Pot luck picnic lunch

City of Sails Area Report

Unfortunately, Jan & Marian have had to return to Holland at short notice for a family matter returning in a couple of weeks, so the task of writing our area report has fallen on me.

The Auckland group is not as hardy as our southern members and tends to go into hibernation for the winter months. Auckland doesn't get cold in winter, just wet, and somehow driving a TR in the rain with everything wet and fogged up is not as enticing as driving in crisp cold conditions.

We have seen a number of new faces at our regular club nights over the past few months. Our main event lately was our Mid-Winter Christmas Dinner, this year a luncheon at Villa Maria Winery, instead of an evening meal. This turned out to be an inspired choice of Jan's as the event was oversubscribed, and those of us who attended had an enjoyable afternoon with good food and wine in pleasant surroundings. However, I only counted three lone TR6s in the car park, the rest opting for their day cars (*Ed - definitely not as hardy as the Southern members!*).

With spring almost upon us, many will have spent the last few months readying their TRs for the summer months. I know I have done some work on my own TR having solved a problem that has been annoying me for some time – the boot of my TR always smells of petrol - having spoken to other TR6 owners I was often told “all TR6 boots smell of petrol”.

Despite constantly checking for leaks, none were apparent, even after removing the petrol tank and giving it a good clean, replacing the pump with a new Bosch pump, replacing the filter, pressure relief valve and all the hoses, the smell still persisted – until a couple of weeks ago when I discovered a leak in the return line from the metering unit which was dripping onto the diff but not enough to reach the ground. Finally I won't have the aroma of 96 octane wafting through the boot and all its

A number of us are busy organising NW2013, where we hope to see many of you. As it is the first time this has been held in Auckland we are working hard to make it a memorable weekend.

I have also been involved with another committee over the last five years which is planning a big event next year. This is the annual Ellerslie Intermarque Concours de Elegance, and next year will be the fortieth event. This is the largest and most prestigious event of its type with over 700 classic cars on display. Last year we entered a couple of TRs into the team's event and came fifth overall, which wasn't a bad result, only 16 points behind the third placed BMW team.

This year we plan to do better, so if anyone has a TR recently restored we would like to hear from you. This event is held a couple of weeks before our national weekend so it presents a good opportunity for the TR Register to put on a great display. If you are interested give me a call.

In the meantime enjoy that spring motoring.

Alisdair





Deep South Group

Well, we have survived another winter and it wasn't too bad! Like the rest of NZ, things have been pretty quiet down here.

The monthly Thursday get-togethers have been well attended and we thank those who have organised the various eating establishments.

One of the looked forward to events over the winter period is the annual Curling Weekend Winter Run. This year's event proved to be as enjoyable as ever. There was a good turn out of TR's as well as a couple of our Stags from our Deep South group. As you will see by the report that follows (see Page 22) a great weekend was had by all and the curling is still as difficult. One of the things that has developed over the years since we have been running these weekends is the fact that to call them a Winter run is perhaps a misnomer. Each year the weather seems to get better and better. The cars are prepared for winter running, (Anti Freeze, Rugs, a Bottle of Whisky, Hoods fitted and heaters checked) and what do we get, weather that is more Spring than Winter.

The other event we have been involved with is the annual Auto Spectacular, where we always have a stand. This is a great way to promote the TR marque and also to meet other likewise motoring nuts.

This year we adopted the theme of the TR 2s, 3s, 6s and 8s and their racing pedigree. The stand was done up to depict a 1950's race track complete with half tyres marking the edge of the track, straw bales and period memorabilia to give it some authenticity.

The four cars were dressed up with the screens taken off the TR 2 and 3 and aero screens added. Ken Harrex added a real 1950s touch with the addition of a period racing helmet and driving gloves (see photo.) Mark added roll bars to his TR6 and didn't clean the car from the last run so it would look more realistic, as though it had been on a rally (*Ed – that's one of the better excuses I've heard!*). Stephen's TR8 caused quite a lot of comment and we think we may have got a new member out of it as we had a member of the public come up and inform us that he had just purchased a TR7 from the North Island and was going to rebuild it. With the addition of racing numbers to all the cars, they all looked the part.



Display at Auto Spectacular - racing TRs

This year we thought we may have taken out a prize but the judges thought differently and once again we were the also rans. But never mind, we had a lot of fun and caught up with many people who we hadn't seen since the last Auto Spectacular.

What's coming up? We are once again assisting with the running of the Outram Show and Shine Day (Sunday 11th November). This worthwhile event raises money for the local Koru Care children's charity. Last year this proved to be a very successful day out and we are looking forward to this year's event. If you are down in this neck of the woods over that weekend, make sure you come along.

The other looked forward to event, later in the year, is the Christmas Mystery Tour, this year organised by Peter and Lauren Watkins (24th & 25th November). Seeing this event appearing on the calendar again makes you realise just how the year seems to be flying past. It's hard to believe that we are getting ready for another Christmas event.

All the best from the Deep South.

Jane and Trevor

Waikato Wanderings



Although we are still in one of the wettest coldest springs I can remember, the Waikato Group is going strong. Recent events have included a pizza night at Peter and Diane Parkers, where we all brought along our own toppings and had them cooked for us in the outdoor pizza oven by Master Chef Peter. A great social evening and very yummy pizzas! We followed this with a Pot Luck evening with Sue and Barry Tervit, and again – the evening was lots of fun sampling other people's dishes and talking about all sorts of things. Our last Noggin evening was at the Thirsty Weta at Otorohanga and we were delighted to get to catch up with Rocky and Rebecca Fiske from Rotorua (TR6) who travelled all the way over especially to join us all.

The Waikato Group joined in a combined Car Club outing, travelling from Te Awamutu to Te Aroha for a sightsee and lunch. Lots of scenic country roads that most people had never travelled before, ending with a hearty pub lunch. Waikato members present were – Steve and Cazna, Barry Tervit, Peter & Diane Parker and Merv and Kaye Thorburn. The Parkers started out in their TR4 but arrived at Te Aroha in Diane's recently bought Wolseley 1500 – very cool car! Peter tells us she is taking over his garage...

In August Diane and Cazna took part in the Vintage Car Club Ladies Rally in Diane's Wolseley that we ended up winning. A rather unusual rally that included a Vintage fashion show, marvellous morning teas and lunches, driving tests, shopping and doing the Chicken Dance!

On 30 June we had another combined car club visit organised by Vishu Singh to Advanced Plating and Polishing Services in Hamilton to see the process of chroming from start to finish. It was a very interesting outing and gave many of us a new appreciation into what goes into the process and why it ends up costing a lot!

Tim Bradshaw (TR4) has been off again to the US – collecting more shiny bits for his rebuild. Merv & Kaye Thorburn's TR4 is well on its way with its rebuild. Mark Bedford's TR3A has been painted and is looking stunning – it will be a real head-turner when finished. It is now back up with Mark in Auckland for finishing. Ian Macpherson has added a Grinall TR8 to his TR collection and his TR4 is in the TRIX workshop beginning a rebuild. Our TR2 LD1954 has gone to its new home in Okato (near New Plymouth) with Norm Holland. We are so pleased to have found someone that will appreciate and enjoy the car. Norm has been keeping us informed of progress of the repaint and rebuild of the car and we discovered he has owned two TR2's previously – one of them the ex-Robin Dudding TR2 that was a 'sister' car to ours. (*Ed - see the inside front cover for a photograph of Norm and his latest TR2*)

A very warm welcome to the TR Register and Waikato Group to Andrew Weatherley in Whakatane with a TR4A and to Dennis Akers of Tauranga - new owner of TR2 BT303. We look forward to seeing you at future outings in your new acquisitions.

Dick and Marianne Marshall are into big changes, building a new home and big garage (we're guessing?) and have got their Daimler SP250 registered and on the road.

We did our first club outing with the Vintage Car Club in our newly acquired Morgan and experienced the worst gravel roads we've been sent on for at least 5 years. What a way to treat our new car! Miles and miles and miles of wet slushy dirt roads with huge gravelly rocks. Crawled our way along for ages at 15mph if we were lucky (all corrugated road and worse on the corners) on the Old Mountain Road ending up at Kawhia. Took me ages to clean out the sludge and dirt from under the car. All the lovely new underseal is now mud brown! Steve has been playing around on the track again too at the Hampton Downs 'play day' – great value for a morning's play racing for only \$30, and last weekend a Hill climb with the Vintage Car Club.

If any TR members are travelling through the Waikato, do look us up and see what projects are on the go in the shed.

Our monthly Noggins are the 1st Wednesday of every month

October we are having a Fish'n'Chip run TBC

November is the VCC Waikato Swap meet at Cambridge

And there are a few Christmas and New Year activities in the process of being organised – keep an eye on the TR Website Group pages for details...

Regards

Cazna & Steve



Wellington Wafflings...

Winter seems to have been long and uneventful, at least in my garage, where the TR sits patiently waiting for me to reassemble all the bits that I had to take off to get at the broken timing chain tensioner spring.

It'll be back on the road soon, really it will, but in the meantime the only way I get to ride in a TR is by cadging a lift from someone. This means that they get me as their navigator. I'm not sure what this means any more. It used to have something to do with reading maps, but these days people don't seem to have maps. They have electronic devices with screens that glare at you blankly and state "you have gone a different way". So much better.

In spite of such modern aids and my old fashioned incompetence a bunch of us still managed to find our way across the hill to the Wairarapa on Sunday the 16th of September and pay a visit to the Pointon Collection, located just out of Masterton. Francis Pointon provided us with an excellent guided tour of his delightful collection of vintage and later vehicles and automobilia, all of which was full of interest. But the highlight was the slightly modified TR4A (see photo on next page).

Well there was a TR4A chassis there somewhere, or so Francis said, but to find it you'd have had to remove the Fiberfab Jamaican body. I mentioned this car on this page earlier this year (Transmission March), after spotting it at the Wellington British Car Day, and being reminded of all those wonderful full colour advertisements that Fiberfab used to run in Road and Track magazine back in the 1960s and 70s.

Back in those days TR4s, big Healeys and MGAs were just old British sports cars with out of date styling, and they were all owned by young men with little money and big dreams (*Ed - do you think that has changed, other than the "young" bit?*). Fiberfab was there to help them realise those dreams. All they had to do was throw away all that rusty English bodywork and fit one of Fiberfab's "beautiful bodies". Then your old British sports car was instantly transformed into something that impressionable young women would find completely indistinguishable from a Lamborghini Miura. I'm sure it worked well.

As far as I know, Fiberfab never exported any kits to this part of the world and it wasn't long before TRs and Healeys began to be more valuable in their own right than as donors for kit car projects. Fiberfab faded from the scene in the late 1970s, and Road and Track's advertising pages became a lot less exciting.

A few Fiberfabs survived though and at some stage one made its way to New Zealand. According to Francis Pointon this was a bit of an accident – someone asked somebody to find them a Triumph sports car in the States and the TR4A/Jamaican was what ended up being put in the container!

When it got here it seems nobody quite knew what to do with it and it spent a bit of time as a 'work in progress', before eventually coming into Francis' ownership and being rebuilt to its current state.

In the course of the rebuild (which included conversion to right hand drive) Francis has made one or two small improvements. The engine is now a Triumph 2.5PI, but as it sits well back in the chassis the rear of it is out of sight under the dash and it proved too awkward to fit the fuel injection system. That isn't too bad, because instead of the PI there are a couple of really impressive looking 2 inch SU carbs. And instead of the original Triumph gearbox and back end there are a

Toyota 5 speed gearbox, a Torsen limited slip diff and specially fabricated driveshafts. The result, we are assured, all works together very well.

The interior is nicely finished, with instruments and dash largely Triumph 2000/2500, and a pair of Mazda MX5 seats. The only slight issue was that the Fiberfab's low sleek lines left no room for the top of Francis's head! He solved this problem by putting a bubble in the roof over his seat. As you can hopefully see in the photo, this hasn't done too much damage to the car's looks.

We all agreed that the Fiberfab was in fact a very attractive car. OK, it isn't exactly an original 1960s car, but the whole idea of a kit car is that you improve on the original, and that is certainly what's been done here. The result is a unique and eye catching vehicle that is also a special part of Triumph TR history.

Jonathan

Coming Events

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

Wellington Triumph Sports Car Club Classic Spring Rally: 14 October. The second edition of this inter-marque regularity event run by the WTSCC. Our own Steve Brettell is the defending champion. Contact Jonathan or Peter Scott, tel (04) 235 5807, for details.



Curling Weekend



Deep South Group

Fourteen hardy members and their six trusty steeds lined up at Hope & Sons car park to take part in the DSG's annual winter run. To call it a winter run was a bit rich, as it was more like a spring run due to the weather. After our usual briefing we headed off down the harbour to Port Chalmers and then over the hill to Waitati for our first cup of coffee at the Waitati Garden Centre. This could have been an expensive stop as several of the ladies thought it would be a good idea to have a serious look around what was available in the garden centre for sale. We managed to persuade them it was still winter and not the time to do any planting!

From Waitati we headed north to Palmerston and on to the Pigroot, one of many fabulous motoring roads that takes you into Central Otago. Our lunch stop destination was the Waipiata Hotel and Restaurant, where we were meeting the Katons, Pratts and the Wrights, some of our Central Otago members. We came here last year on our winter run and had such a great time that it was back again for another dose of the same and we weren't disappointed, as once again the establishment did us proud.

After a great lunch, Brian and Susan had us on the road to Naseby and the Deep South Curling Challenge. I would like to report that our team won but as usual we knew what we had to do but the stones had another idea, as they went everywhere but in the right spot, so we had to give up any ideas we had of representing NZ at the winter Olympics in curling.

It was a great afternoon with lots of laughs and good humour, but all good things must come to an end and it was on the road again down the Maniototo valley and over the hill to the Omakau Hotel, our accommodation for the night. And what a night it was. The hotel is a real country one and we can't recommend it enough - the staff are friendly and the service would do any high class hotel proud. The menu and food are to die for, and the cholesterol levels really took a hit! It's funny how, after a day's motoring and physical exercise, everybody starts to wilt as the night goes on. Nobody was late getting to bed.



Breakfast proved to be of the same standard as dinner the previous night, I don't know how the rail trail people get on their bikes and ride after a night staying at this establishment.

Brian once again filled us in on today's route and we were on our way, through Alexandra and then down the road, through Ettrick, Beaumont and on to Lawrence for our end of tour lunch.

After a look around the local shops it was time to say goodbye to our Central Otago members and head off down the road to the real world. This ended a great weekend. Lots of great motoring, fine food and special company.

THE TOP O' THE SOUTH

The Frustrations of a Lonely Driver

Unfortunately, TRavels in company with other classic enthusiasts have been largely rained out since the last TRansmission issue. Although I've managed some delightful outings in the TR3A, they've all been spur of the moment events, (quick, grab a chance while the rain's holding off!) and with no company.

And so it was on Sunday, Sept 2nd. The Rover Car Club was sponsoring a swap meet at Nelson. The Marlborough arm of the Nelson / Marlborough Classic Motoring Society were to attend and make a full day of it. Me too! Departed Blenheim @ 8.30 am took the scenic route up through St Arnaud / Nelson Lakes, then dropping down into Nelson to the swap meet. Time there to look around, do some swapping and dealing, have the cars on display and judged, then back home via the alternative coastal route.

A hugely appealing drive for me, as I am new to travelling the roads in this part of the country, and, of course, having only had the Triumph in use since the start of the year.

Come the day of departure and the cars prepared and ready, and given a good going over. Jacked up the front end and tried the wheels and steering mechanism for play, checked coolant level, engine oil, hydraulic fluid level, fired up the engine and looked under the bonnet for things flapping that shouldn't have been flapping, and listened for things going "clunk, clunk", that weren't designed to go "clunk, clunk". All good! A final polish, grabbed the camera and my lunch, put on some warm clothing, and set off for the Blenheim railway station rendezvous point.

The cloud looked ominous on the way through to Blenheim from Picton, shrouding hills in a menacing, threatening, sort of way. And I drove through bouts of drizzle too. But I was determined to carry on. I really wanted the chance to drive in company, and hopefully meet up with TR Register members in Nelson. But alas, it wasn't to be. I waited at the Blenheim station car park and waited and waited..... Briefing time approached. Not another car in sight. No doubt they'd all used better judgment, taken heed of the weather report, and elected to stay put. And the weather predictions you ask? A real shocker..... Widespread rain, and heavy. Expect up to 150mm in the ranges and Nelson region.....Nothing for it but to head back home to Picton through the murk and drizzle and put the Triumph back in the garage. Foiled again by the elements!

Bill Rogers (TR3A)

Bill is one of our most enthusiastic members and he deserves better, at least from the rain and weather we have had of late. I have not been out for nine consecutive Sundays, so you get some idea of the weekends we have had here in the Top 'o the South.

Bring on Summer.....Please!

Terry and Helen Byrne

MY LOVE AFFAIR WITH TRs

My love affair with Triumph TR's goes back many years to about 1977 when I owned a British racing Green TR5, with wires and overdrive. I was only nineteen years old and had many fun times in that car, like looking at the stars at John Wilson Drive. Many Dunedin people know what a great place that was for courtship (snogging).

It was about that time that my brother Brent (who had a TR3 at that time), Terry Middleditch, John Morrow, Gary Tansley and I formed the Triumph Sports Car Club, which included 1 TR6, 2 TR5s, 1 TR3A, 1 TR2, 1 GT6, 2 Spitfires and 1 Vitesse (by memory). We had many good trips, beers and barbeques until the club finally petered out in the early 80s

My love affair ended about 1980, when I had to sell my beloved 5 and think about buying a house, but as many of you can relate to I never quite got over it and pined for that car for many years and vowed to own another TR one day.

Fast forward to 2003. My chance arrived to own one of these cars again. Ashley Southgate was selling a Mimosa Yellow 1973 TR6 PI (bought new in Auckland 1973) that needed restoration. We sealed the deal with handshake and cheque, but before leaving I noticed something hiding under a tarp in a paddock on his farm. It was a 1968 TR250 he had imported from Chicago and was going to wreck it for parts. It was way too good for that, so I bought that too and trailered both cars back to Dunedin.

I restored the TR6 first, completed in 2005 and featured on the cover of *TRansmission* magazine no 137.

The TR250 had to wait, because my wife became ill with cancer and, after the shock of her death, it was some years before I was able to finish the restoration. I know they are only cars, but I must say that car gave me (along with my two daughters) some focus during that time and the Deep South Group gave me the friendship and support I needed when I finally got back into club activities.

The nuts and bolts of restoring a car (in brief) are as follows; Make sure all paperwork is complete and take plenty of photos at each stage. It costs as much to restore a car badly as it does to do it well, so make sure you get the right person for the job. In my case it was myself, being a panel beater of 35 years experience. I put the body off the chassis four feet off the ground on trestles, giving plenty of room to move around the bodywork and braced between the pillars to stop slumping. The chassis on this car was a basket case with too much rust, but I obtained a mint Californian chassis from Ashley Southgate, giving the car really good bones. The body was rusty, but not in the some of the usual places. The bulkhead behind the dash was mint (original conifer green paint gleaming). The rear quaterdeck was also in very good condition, along with the front end panels, boot floor and rear panel. There was the usual rust in tops and bottoms of the guards and frame. I fitted new inner and outer sills and left door (good fit), but be careful as some sills are a shocker to fit.

At this point I would like to dispel some people's theory, that once a car has rust, it will always have rust. This is utter rubbish. If cut out correctly and replaced with coated

panel steel and rust treated, you have as good a car as one that comes from the Arizona Desert and you will have no further problems. Having got that off my chest, I will carry on.....

While restoring the car, I tried to keep the original panels where possible, as a lot of the reproduction parts (mainly guards) are not a good fit at all, needing a lot of work to make them fit. I have found door skins however, to be an excellent fit. Ancillary parts are mostly of good quality, but it pays to shop around as it makes one grumpy when paying top dollar, to have to alter them.

One thing I have noticed over the years, is the cost of restoring cars has got out of hand, if you cannot do the work yourself. For example; Eight years ago, the paint and materials trade cost was \$500.00 for the TR6. Two years ago it was \$1600.00 for the same materials for the TR250. This makes tradesman costs along with other work and materials, far too expensive for many people to undertake a restoration.

This brings me to say how important the TR Club's parts department is. Without the valuable assistance of these boys, it would be too hard to do a full resto. I found Kevin very helpful and was even enjoying ringing him to part with my money, for the many parts of got through him.

I would also like to thank Frank Cleary for his enthusiastic support of the article in the September 2011 Classic Car magazine, which I was lucky to get the Cover and feature story in - such a thrill after all my hard work.

Now after an extensive, every last nut and bolt restoration, my girlfriend Vicki and I are having so much fun with these cars. Without doubt, we are lucky to be in such a fine TR club and the Deep South Group is truly a brilliant group of people who in the main help each other with their cars and enjoy living.

Happy touring

Mark McLachlan







Remember that TRansmission is now available for your computer, laptop, i-Pad, other tablet, or smartphone.

In full colour (rather than fifty shades of grey) on the website and able to be downloaded for your enjoyment (for members only).

Once on the website, click on TRansmission, then enter your email address and password.

You can then either Open to have a look, or Save if you want to.

This edition of the mag should be there by the time you read this, or shortly afterwards.

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.

Dennis Akers	TR2	Tauranga
Martin Dasler	TR6	Christchurch
Sam Mence	TR7	Auckland
Paul & Nicki Treves Smith	TR6	Christchurch

The Registrar Reports...

The Mysterious TR2 Speed Models – Part 2

Further to the article in the last issue of Transmission, research continues on the history of the two Speed Models imported into New Zealand. Barry Wilson had a positive response via TR2 owner Robert Goldsbury in Wanganui which enabled me to locate the invoice shown on the next page and other information in our archives.

You will note all the special equipment included with the car, and the reference to 'SP' in its Commission Number (although the Commission Plate on the car does not refer to the SP designation).

The invoice total of NZ£1,084 in 1954 converts to NZ\$54,730 in 2012. The 'charges ex Standard Motor Company' covered the cost of getting the car from factory UK to Dunedin wharf.

The car was imported for a Doctor Paul in Dunedin. Robert recalls talking to his son several years ago, who advised that Mum, Dad and four small children 'toured' in the TR – we suspect this may have been to competitive events, given Doctor Paul's apparent interest in retrofitting Amal carburetters, and his enquiry to the factory re the 'best' fuels...

Research into the other NZ Speed Model (TS767 – a black car with blackberry hood) led to Dave McKinlay in Wanganui, who owned and competed in a black TR2 in the 60s/70s. However Dave's car had a tan hood and several different options, and no sign of spats or undertray, so we are still looking...

Barry Wilson and Shane Taylor are steadily continuing the rebuild of TS612 – with confirmation of its rarity, they are taking care to preserve its originality.

Kevin Tinkler

Telephones: 13-554, 13-842
P.O. Box 520

627 TO 639 PRINCES STREET SOUTH

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DUNEDIN, C.1, 9/6/54.

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at Owner's Risk

DUNEDIN.

INVOICE 7694

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Reo Speed Trucks and Buses.

One Triumph Sports Car :

Chassis No. TS612SP.O. Engine No. TS.654R.

595 - -

Plus -

Leather

12 - -

Tonneau Cover.

9 - -

Overdrive

40 - -

Aluminium Sump.

2 10 0

Jet Needle.

5 - -

Competition Front Springs

1 - -

" " " Rear Shock

1 - -

Absorbers.

4 - -

Aero Screens.

6 - -

High Speed Tyres.

30 - -

Undershields.

14 - -

Rear Spats.

84 10 9

Plus charges Ex Standard Motor Co., as per
attached invoice.

270 4 11

Plus N.Z. Charges:

Duty and Sales Tax.

3 0 9

Harbour dues.

1 9 0

Cartage.

Railage & Sorting from

8 8 6

Port Chalmers.

Customs Examination,

1 13 6

Costing etc.

£ 1084 2 5

A small editorial aside (possibly only of interest to me but it's going to print anyway!)
- T R Taylor was owned at the time of this sale by my sister's father-in law, Jack Johnstone from Southland.

The invoice shows that the company was also the agent for Reo trucks. Many of you will know of Inky Tulloch, who very successfully races trucks currently. His father, Mac Tulloch, bought his first Reo truck off T R Taylor just after the war.

Stephen

A POLICY OF CONTINUOUS IMPROVEMENT??

Perusal of early TR2 service bulletins included with documentation re Speed Model TS612, shows a 'policy of continuous improvement' or how 'racing improves the breed' or 'should have got it right the first time'.....

- Flasher units often failed due to internal heat as a result of the unit being mounted horizontally. This was overcome by mounting them vertically!
- The clutch operating shaft was increased in diameter at TS411.
- Exhaust valves to a higher specification were introduced at Eng No. TS481E
- The rear brakes were modified at TS740 to overcome a tendency for the backing plate bolts to work loose in competition. Crown wheel bolts were increased in diameter to overcome working loose under harsh use.
- A cross-drilled crankshaft was introduced at Engine No. TS881E
- The crankcase breather was modified at TS972E to minimize oil loss in competition. A modified fuel pump including an oil seal on the diaphragm shaft was fitted to eliminate oil spillage from the fuel pump on sharp right-hand corners.
- At TS995 the centres of the wiper spindles were increased from 10½" to 14½" to widen the area of the wiped glass.
- A modification to eliminate jumping out of reverse gear was introduced at Comm. No. TS1201. A modification for the same problem with second gear was introduced at TS971.
- A new thermostat housing and radiator were introduced at TS1201.
- An extra bracing strut was introduced at TS1390 to overcome sideways movement in the steering column.
- A strengthened camshaft and shorter pushrods were introduced at TS1636E to overcome valve bounce at high speeds.
- A 'factory recall' was issued to fit heavier disc wheels to all cars pre TS1869.
- (These were identified by 'H' stamped adjacent to the stud holes). Larger wheelnuts were also fitted from TS1634, along with heavier hubs.
- Improved brake linings were introduced at Comm. No TS 3212
- A battery drain tube added at Comm. TS3288.....

And so on... perhaps it's better to wait a few months before you buy a new model....

Kevin Tinkler

Tech bits and pieces

IN PRAISE OF A SPACE SAVER SPARE WHEEL AND TYRE

My TR4, Blackfour, has carried a space saver spare for over 20 years. In all that time I have never had cause to fit it, although it was pressed into use for a mile or so back in 1996 when my NZ TRIX partner Ashley Biddle was driving the car.

The spare is a spindly 48 spoke wheel, originally from an MGA I believe, fitted with a 125



section, original pattern Michelin X tyre. Citroen 2CV size. The space saver really does work. It allows a useful picnic table to be stowed in the wheel well, with the boot board in its standard position

Just a few miles north of Le Mans, returning home from the Classic meeting, one of the rear tyres went BANG in a big way. Blackfour was motoring along at a fair pace at the time, and gave my passenger Adam Guzzetta a few bad moments until I managed to stop on the hard shoulder. Phew!!

The space saver spare was removed from the bottom of the wheel well, that had been its cosy home for so long and fitted to the back axle. The punctured wheel was somehow placed in the already full boot, aided by putting yet more of the camping gear onto the already full boot rack! A steady 20 mile drive into Alencon would soon sort the problem out, as I stupidly thought at the time.

I hadn't reckoned on French tyre fitters aversion to wire wheels with tubes, and their long lunch breaks. In spite of visiting three garages, agreeing to buy two new tyres and providing my own tube, I had no option but to leave Alencon as I arrived. Continuing to run on the space saver wheel was the only hope of getting to the ferry on time.

I remembered it used to be quite common to see grossly overloaded 2CVs bowling along at 70mph. So if they could do it, so could a TR. And so we did, all the way home.

After thinking about it for 20 years, I can report that space saver spares don't just save space, they work, and the enforced reduction in speed saves a lot of fuel! It's called a Silver Lining (most cars road wheels are silver and their space savers are red. Blackfour is the exact opposite of most cars!).

I commend them for all TRs, in particular TR2 and TR3 owners who just want to be able to put their spares into the spare wheel compartment and get them out again when needed!

Dick Goodey



The big Michelin that failed, and the little Michelin that did us proud

BATTERY TYPES (continued from last edition)

There have been a number of automotive battery types made to date:

Wet or Flooded: With removable caps to view fluid levels.

MF-Maintenance free: Sealed and un-checkable fluid levels.

Calcium-Calcium: Sealed and un-checkable fluid levels.

VRLA - GEL & AGM (Vlies): Modern uses – Golf Carts etc..

Hybrid - NiMH: Modern uses in vehicles.

The wet or flooded battery still dominates. The price factor is the main reason why this design is still so prominent worldwide. It consists of all but freely suspended plates that are insulated from each other usually with the negative plate being sealed in a small polythene separator bag. Even though a normal car battery contains around 130 components, the production method has been refined and the material can be relatively basic. The result is a low price battery that offers something that is adequate to meet the needs of many people.

A Maintenance Free or MF battery is normally a wet battery where the design keeps gassing to a minimum and includes a battery box that is sealed to keep the gases in place. An ample amount of acid means the fluid can last for the entire service life of the battery without being topped up. Development has been made in three stages. Twenty years ago, the high antimony battery dominated the market where the basic element antimony was added to the grid, primarily to rationalise manufacture. The refined production method saw the



introduction of hybrid batteries with the antimony on the negative plate being replaced by a calcium alloy which substantially reduced gassing and thereby water consumption.

The Calcium-Calcium battery is the next stage (and in recent times) has dominated on a wide front in recent years. This involves the antimony on both the negative and positive plates being replaced by calcium alloy. The benefits are obvious. The fluid loss of the battery is about 80 % lower than that of antimony batteries and the self-discharge is lower, i.e. they can remain unused for longer periods without losing a lot of their charge. The disadvantage is that they are more demanding on the charging system if they have been discharged (flattened). The age of the larger Alternators have made these batteries possible in at least they are keeping these batteries fully charged. The efforts made in avoiding the gassing had a positive effect, namely that the bubbles moved about in the acid causing it to be thoroughly mixed when charging. Without these bubbles the acid can stratify at different densities, acid weights, and is quite a common phenomenon. An acid weight of 1.35 or more at the bottom and maybe 1.17 at the top when you are looking for an even weight of 1.28 may cause the battery to be affected by sulphating and increased grid corrosion despite the battery being apparently fully charged.

An entirely different way of controlling fluid loss goes under the generic name of VRLA, Valve Regulated Lead Acid. In this case the battery box is designed as a small pressure vessel with safety valves. If you confine the oxygen and hydrogen gases, they can react with each other and be reformed into water. This is called recombination and is a brilliant way of all but eliminating fluid loss. It is not possible to confine and recombine all the gas but the loss is reduced dramatically.

VRLA battery is available in two main designs: GEL or AGM (Vlies) which are constructed in totally different ways. A Gel battery has some elements, usually silicon compounds, added to the acid to ensure it gelatinises and thereby guarantee that no flooded acid can leak out. The oxygen gas "drills" channels in the gel from the positive to the negative plate where it meets the hydrogen gas and recombines into water. They have excellent capacity but the somewhat higher resistance in the acid means that they have limitations as starter batteries. They can withstand over-discharging very well, i.e. when the battery is drained down to 20% State Of Charge. Gel batteries are very robust and can be small with a high output, this means that you can leverage high power from a small volume which makes it ideal as a starter battery. These are often used in applications such as floor-cleaning machines and golf carts. When gel batteries are mentioned in a motorcycle context, this is often a misconception. It is more likely to be an AGM battery. AGM, Absorbed Glass Mat, (Vlies) keeps the acid in place by the separator paper that consists of a fibreglass mat operating like a sponge. The capillary forces in the separator do the trick. The batteries can be constructed with extremely thin separators which keep the internal resistance low. This means that you can leverage high power from a small volume which makes it ideal as a starter battery. AGM has one drawback which is that the amount of acid is limited. All acid must be absorbed by the separator paper and when the small amount of acid has been converted into lead sulphate, this signals that the "petrol tank" is empty. To deal with this problem, AGM batteries often have a somewhat higher acid weight. This means that an AGM battery can, and often should, be charged using a voltage that is a little higher. VRLA batteries are very sensitive to "unclean current", i.e. high current ripple. For this reason, traditional transformer chargers should not be used.

Hybrid batteries are typically, nickel-metal-hydride batteries, also known as NiMH batteries, that are installed in modern hybrid vehicles. These batteries store adequate power to run the car for around 25 miles on just electric power. One of the ways in which hybrid car batteries get recharged is a method known as regenerative braking. When brakes are applied in conventional gasoline cars, some amount of energy is lost. But in the

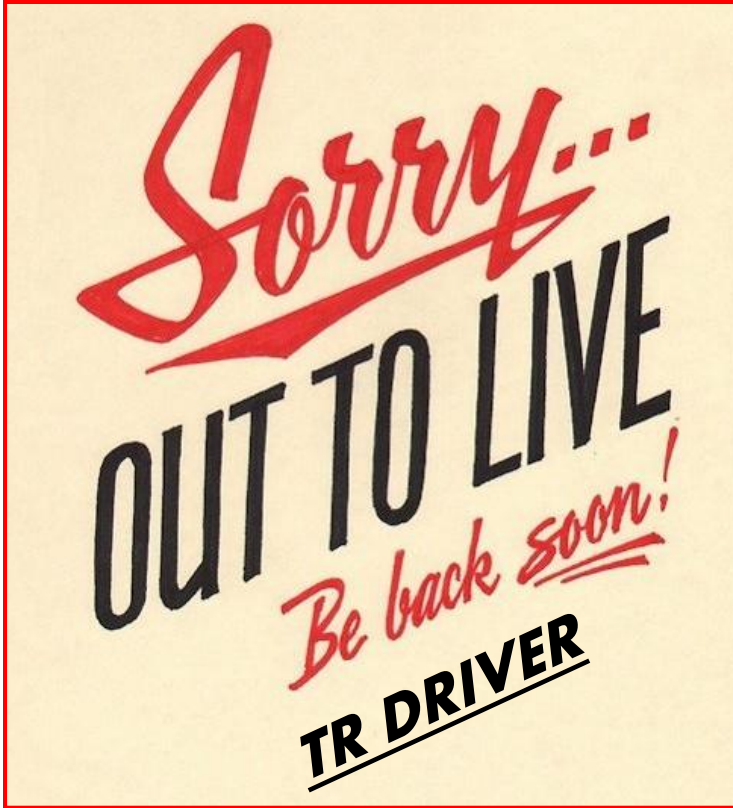


case of hybrid vehicles, when brakes are pumped, energy is transferred to the battery, which would otherwise be lost in the process. Manufacturers claim the battery life of these batteries should be 8-10 years or 80,000 to 100,000 miles. If used with proper maintenance, hybrid car battery life expectancy can go well beyond what the manufacturers claim. Some car owners say the average battery life extended from around 150,000 to 200,000. As the battery is used over time, their capacity to hold charge may deteriorate.

David Mehrtens

Automotive Electrical Engineer.

CAR...TOON CORNA



Why does a chicken coop have only two doors?

Because otherwise it would be a chicken sedan.

TRansactions



1962 Triumph TR4 road/race car.

15000km. Body off bare metal restoration, painted original SPA White. Many Racestorations (UK) suspension mods, Quaife 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

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

Concours winner in 2003, 2009 and 2011 at the TR Nationals, this is an Long Door TR in stunning condition. Wire wheels and some chrome trim have been added, otherwise is

2003, 2009 Register early

the car

completely original.

Interior is in tan leather. Bare

metal body restore

2007 and finished in

original British Racing

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,

SOLD



This space available for lease

ABSOLUTELY FREE
to Register members

Sell your TR, spare parts, or anything else TR related by placing an advert here and on the TR Register website.

Simply email
editor@trregister.org.nz
or
webmaster@trregister.org.nz

TRansactions

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 STEEL WHEELS

Buy or consider swap for my TR6 wire wheels complete with splines etc.
Also have a set (to swap) of near new Revolution alloy wheels 15 x 7" (15kgs made in eng) for TR6

Please ph 09 4084988 or gobble-snz@hotmail.com

Surrey top for a TR4

Contact Belinda or David
0274373328

TR6 HARDTOP

Prefer complete top in good condition but would consider a complete rusty or damaged one as I have a good shell.

Please ph 09 4084988 or gobble-snz@hotmail.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.*

*Simply email
editor@tregister.org.nz
or
webmaster@tregister.org.nz*

The Deep South Group hard workers after setting up the display, justifiably happy with the result



Hawke's Bay TRs (and Lotus - at least British) at Geothermal Lookout

