

# TRansmission



The Waikato team hard at



Spotted by John Chetwin in Bordeaux, France



Canterbury Cars



# Transmission

## CONTENTS #153

Top Torque	3
Editorial Team Talk	4
President's 2012 Report	6
Nationals 2013	8
Canterbury Tales	10
Hawkes Bay Happenings	12
City of Sails	14
Deep South Group	16
Meet Your Committee	19
Financial Statements 2012	20
Waikato Wanderings	22
TR4 Police Car	24
Top O The South	26
TR EuroMeet	28
The Registrar Reports	30
Tech bits & pieces	34
New Members	35
Spares News	36
Transactions	39

## FRONT & BACK COVERS

**Front** - nearly complete line up of TR models at Deep South Group Christmas run.

**Back** - The Auckland members at the Mosquito Launch Day (see report Page 14).

*Opinions expressed and advice offered herein are not necessarily those of the TR Register New Zealand Incorporated or its members. Many thanks to kindred clubs for any use of their original material.*

# TR REGISTER NEW ZEALAND (Inc)

P.O. Box 17-138 Greenlane  
Auckland 1546 New Zealand

web site: [www.trregister.org.nz](http://www.trregister.org.nz)

e-mails: [info@trregister.co.nz](mailto:info@trregister.co.nz) or as below



## 2011 / 2012 NATIONAL COMMITTEE

### **President/Archivist/Concours**

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

### **Treasurer**

Trevor Hynds (09)372-3182 TR6

### **Secretary**

Alasdair Keucke (09)480-1329 TR6

### **Editor**

Stephen Higgs (03)489-1934 TR4/TR8

### **Imm Past President/Technicalities/ Overseas Relationships**

Robert Johnston (09)575-4151 TR5/TR8

### **Membership**

Richard Wooster (09)6272112 TR7/TR7DH

### **Spares Coordinator**

Ian Harris 0275487122 TR6

### **MotorSport**

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

### **Spares**

Kevin Glover (09)625-9428 TR6 / TR7

David Snelling (09)378-9295 TR7V8

### **Registrar**

Kevin Tinkler (09)410-7219 TR4

### **IT Co-ordinator/Website**

Brian Sadgrove 021583245 TR6

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

## AREA STEWARDS / GROUP LEADERS

### **AUCKLAND**

Jan & Marian Hendrix  
(09)814-8955 TR2  
[auckland@trregister.org.nz](mailto:auckland@trregister.org.nz)

### **WAIKATO**

Cazna & Steve Payne  
(07)871-5443 TR2 / TR6  
[waikato@trregister.org.nz](mailto:waikato@trregister.org.nz)

### **HAWKE'S BAY**

Graeme & Joy Thomas  
(06)835-5180 TR2  
[hawkesbay@trregister.org.nz](mailto:hawkesbay@trregister.org.nz)

### **TARANAKI**

Wayne Butt  
(06)758-7720 Doretti  
[taranaki@trregister.org.nz](mailto:taranaki@trregister.org.nz)

### **WELLINGTON**

Jonathan Petterson  
(04)976-4070 TR3A  
[wellington@trregister.org.nz](mailto:wellington@trregister.org.nz)

### **Wanganui /Manawatu Area Rep:**

Ken Pfeffer  
(06)348-5508 TR3,3A,4A,5,6  
[wanganui@trregister.org.nz](mailto:wanganui@trregister.org.nz) (cc to Wgtn)

### **NELSON / MARLBOROUGH**

Terry Bryne  
(03)544-4335 TR7DH  
[nelson@trregister.org.nz](mailto:nelson@trregister.org.nz)

### **CANTERBURY**

John and Denise Jones  
(03)347-3321 TR6  
[christchurch@trregister.org.nz](mailto:christchurch@trregister.org.nz)

### **DEEP SOUTH GROUP**

Trevor & Jane Payton  
(03)473-7791 TR4  
[deepsouth@trregister.org.nz](mailto:deepsouth@trregister.org.nz)

# TOP TORQUE



With Christmas now just around the corner the pressure is on to meet the various deadlines not to mention thinking of that special gift for your significant other.

Summer looks promising and I have high hopes for getting more use of the TR, especially over the break.

The team planning the National Weekend are well advanced as you will read in this issue. Registrations are slow at present, so can I encourage you to get your entry into the organisers to give them more confidence on numbers as they finalise venues and the like.

November saw a successful AGM. The Presidents report summarises the year together with the initiatives completed, ongoing and planned. The new Constitution was adopted and you will note in the Financial report a small financial deficit occurred this year. This can be explained in part by the income exceeding expenditure as we purchased flags, umbrellas and set up the website. The current spares policy writes down the value of stock that we still hold after 3 years. Of course we still own the stock but the write down is reflected in the cost of goods sold in the spares trading section of the statement of financial performance and this affects the bottom line.

Currently a review of the spares policy is underway and this matter will be addressed as part of the review. There is considerable scope for us to use the spares service more than we do at present. We carry a considerable number of stock lines and I encourage you to use the service as a first choice. You may have thoughts on how the service might better serve you and if so please drop me a line.

During September a significant aviation event took place at Ardmore airfield, the display of the De Havilland Mosquito. Recently rebuilt in New Zealand the aircraft is the only airworthy example in the world. Three hundred and fifty British cars attended which included a large number of Triumphs. The day was significant to the TR Register as the display pilot and TR2 driver was our own Keith Skilling. Keith flew superb displays in the Mosquito with twin Merlins at his disposal compared with the 90HP of the TR2. Check out YouTube to see Keith at work in his office.

I look forward to seeing a great turnout in Auckland at the National Weekend and catching up with you all. The word on the street is that the weather will be perfect.

A very merry Christmas to each of you and yours.

*Frank*

# *EDITORIAL TEAM* *TALK*

By the time you read this it will be only days until Christmas. We still remember the detail of last year's Christmas issue, so it's just amazing another year has rolled by (or, since we drive TRs, more likely sped by).

Hopefully you'll have an opportunity over the break to do what's important -

- give and receive pressies
- eat and drink sensibly (yeah right)
- relax a little
- enjoy recreation that floats your boat (might be floating your boat!)
- fix, clean and drive your TR
- and, most importantly, spend time with friends and family

This edition of Transmission is full of great stories of our TRs being put to their intended use - cruising or racing through some special parts of our NZ, in the company of others with a similar passion.

And following the AGM, President Frank's report is printed for those who couldn't attend, and there's a copy of the key elements of the Register's financial statements. I'm sure the financials is the first page you will turn to, rather than reading that boring stuff about cars! For those not into financial information, what they basically say is that the Register made more money this year and is in very good shape indeed.

National Weekend is just around the corner, and by all accounts will be a cracker. Unfortunately none of the Editorial team will be there, but we do hope that all of you who go have a great time. There's no doubt you will and we'll be thinking of you when the weekend comes around. Please ensure you take plenty of photos and email them to us, with brief explanations, soon after the weekend so we can share, with the wider membership, the fun times those attending have.

Check out the front cover. A line up of nearly all the TR models (plus Stag plus Spitfire) at a recent Deep South group run - TR2, 3, 4, 4A, 5, 6, 7, and 8. Story in the next edition. And the back cover is special too. See the start of this story (more to follow) in the City of Sails report on page 14.

As the year closes, we also want to again say thanks very much to the regular contributors to Transmission. You know who you are, and the rest of the Register members, who read this magazine, are very lucky to have you on their team.

Merry Christmas all. Catch up with you in 2013.

*Stephen, Trevor, & Brian*

# CHRISTMAS MESSAGE



'Twas the night before Christmas and out in the shed  
Sat a tired old TR, its battery dead.  
Its fenders were rusted, the floorpan had holes  
The seats and the carpets had been eaten by voles

The tyres had dry-rot, the gas tank was leaking  
A turn of the wheel sent tie rods a-creaking.  
So I put on my coat with a weight on my heart,  
And went out to the shed to get it to start.

The engine turned over--there arose such a clatter!  
I knew from the sound it was timing chain chatter.  
From under the dashboard there came a bright flash:  
The wiring harness had just turned to ash!

"I've had it with TRs!" I finally swore  
'Enough is too much! I can't take any more!"  
When what to my red, teary eyes should appear  
But a little Englishman (hey, I might need a beer!)

"Good Day," I heard, as he tapped my shoulder.  
"I'm Joe Lucas" he said as it continued to smoulder.  
'This one can be saved; there's no reason to grieve.  
All you need is some faith--Man, you've got to believe!

"A hammer! Some duct tape! Get me more tools!  
When you work on these cars, just make up the rules!  
We'll get her cranked over - no way that she'll stall  
(But stand over there with your back to the wall.)"

A cough and a sputter, the cacophony stunning--  
I couldn't believe it! The damn thing was running!  
The ghost winked at me and said, kicking a tire,  
"Whatever you do, DO NOT TOUCH THIS WIRE!"

The old man then vanished amid sneezes and farts  
But when the smoke cleared he had left me some parts.  
So I opened the shed door and let the top down  
Put pedal to metal and went out on the town.

And I thought to myself as I missed second gear  
Merry Christmas to All, and a Happy New Year





## **TR REGISTER NEW ZEALAND INCORPORATED**

### **Presidents Annual Report**

**14 November 2011**

This is the 27<sup>th</sup> year since the inauguration of the TR Register in New Zealand and it is my privilege to report to the membership on the progress & achievements of our club over the past 12 months.

Our membership as of August was 310, up from 309 last year, signalling that there is still continued interest in the quintessential British sports car, in particular the TR marque. To new members that have joined this year a very warm welcome, I know the groups in your locations will extend to you the same as they welcome you into their midst. I note however that membership renewals have slowed, so I encourage those of you who have not sent in your subscription to please do so in order that we can establish the operating budget for the year.

The new Constitution has been recommended by the Committee for adoption this evening. This is the end of an interesting journey over the past 18 months. The membership has been appraised of progress and the document has been distributed to all members for their contribution together with it being posted on the website. The document establishes a new set of working principles and procedures which will ensure the members' interests will be looked after in the years ahead. My thanks for your forbearance and also to those members of the working group who carried out this important task.

The National Weekend, the main event on our calendar, was much anticipated and lived up to all expectations as more than 70 TR's converged on Christchurch during March. The superb organisation of what was a wonderful programme was evident throughout the weekend and the tour that followed to the West Coast. Our thanks go to Dave and Jenny Tong who, together with their tireless support team, made it all possible. Christchurch is a hard act to follow and the pressure must be on for the organisers of the Auckland event in March 2013.

During a visit to Melbourne in March, I had the good fortune to meet two members of the TR Register Australia. Viv Payne and Mel Munroe are both long standing national committee members and over numerous coffees we explored ways in which our clubs might extend links across the Tasman. This initiative has received the endorsement of both committees and we have seen invitations extended to each other's events and the joint research into a rare TR vehicle. This relationship will blossom and already an Australian group will tour the South Island in March with our local groups extending hospitality and advice to the travellers. Our links with the TR Register UK are strong via the efforts of Robert Johnston who maintains close contact. Ian Evans, Vice President of the Register, presented us with the Enthusiasts Award in recognition of friendship and it remains for us to determine how it may be awarded to our members annually.

It is pleasing to see the continued activity generated by each of the regional groups. Each month there are organised events designed not only to socialise but importantly to encourage the TR out from the cosy confines of the garage. This year Dave and Jenny Tong stepped down as Canterbury Group Leaders after having spent four years leading what has become an active and vibrant group. John & Denise Jones have taken on the Group Leader role and are now successfully building on the platform. I extend my thanks to Dave & Jenny who lead the group by example.

The Committee has undertaken a number of special tasks this year which has required a lot of hard work to be contributed. The successful launch of the new website during June was another Committee initiative designed to encourage greater participation between the members. Built by new Committee member Brian Sadgrove the site is designed in such a way that it will become an interactive platform for communication between us all. Each group has their own page and the



forum has been established. While early days as yet, the take up by the membership has been slow and I encourage each of you to participate regularly to make it hum. A static website does not promote the club nor the marque and it's down to us all to participate and make a success of the initiative. My thanks to Brian for all his work and we offer our encouragement to continue the development. Robert Johnston built and maintained the previous website for around 20 years and we must also recognise this extraordinary effort made for the club.

Flags were designed and distributed to each group earlier this year to be flown at events and it is great to see them appearing in photos. Thank you all for promoting the marque by flying the flags. In addition the Committee provided "square" umbrellas, in Canterbury colours no less, to each of the entrants at the National weekend. For those with aesthetic taste these work well with the predominant TR colour- Red.

A current task is the review of the spares policy. The intent is to encourage you, the members, to use the service as a first choice. Our stock lines are very comprehensive and designed to keep the TR roadworthy by being able to source spares locally. I would like to thank Kevin Glover for the superb job he makes of his role, cataloguing and distributing orders in addition to adding value with advice on how to go about undertaking the installation. One aspect of the current policy is to write down spares from the balance sheet that have been held for 3 years and this year the value written down is more than I am comfortable with. While this is an accounting entry I will be recommending that there is a focus to realise the cash by sale of these spares in order to restore the balance sheet. Ian Harris is leading the spares policy review and we will report as this evolves.

After 9 years serving on the National Committee Jan Hendrix is not standing for re-election. Jan has not only served in this position but also led the Auckland Group over this period. In addition he is leading the organisation of NW13 Auckland. You could not ask for more from Jan who together with Marian and their family have organised many successful events over the years and on behalf of the club I extend our thanks to Jan & Marian.

Treasurer, Trevor Hynds, undertakes the role with the attention his profession as an accountant requires. Committee Secretary, Alasdair Keucke, organises us all and keeps track of members as well as representing the TR Register on the Ellerslie Concours Committee which benefits the club in financial terms, David Snelling, whose contribution to the new Constitution has been invaluable from a legal perspective, Robert Johnston, whose contribution to maintaining overseas contacts and technicalities. My thanks for their continued commitment to the TR Register.

Registrar, Kevin Tinkler maintains the register of all known TR's and updates the records from the various available sources. Together with Robert Johnston, Kevin has scanned the records of TR2-6 to PDF together with those of Barry Wilson's TR2/3 private collection. The TR7/8 records are an ongoing task. In addition Kevin is researching and reporting on TR2, TS612-0 one of 3 replicas of the Jabbeke car. Kevin's sleuthing has turned up some interesting details on this rare vehicle currently in the process of restoration by Barry Wilson & Shane Taylor.

Stephen Higgs and the editorial team of Trevor Payton and Brian Hope continue to provide us with TRansmission of an exemplary standard. We continue to print and distribute the magazine and now with the advent of the new website the magazine is also available in the members' area. I ask that you continue to support the editorial team by providing copy and images that are of interest to us all. My thanks to the team for raising the bar yet again.

The essential ingredient of this club are our wives and partners without whose encouragement and participation we could not undertake our respective roles. Thank you to each of you.

This year has seen a number of milestones successfully achieved and with the new goals for 2013 we will continue to improve the benefits of membership.

Frank Cleary  
President  
TR Register (NZ) inc



## **TR REGISTER NATIONAL WEEKEND 2013**

### **AUCKLAND NEW ZEALAND**

**Thursday 28<sup>th</sup> February to Sunday 3<sup>rd</sup> March 2013.**

The National Weekend planning team are now getting down to the nitty gritty. The format for the weekend has been settled and venues booked. We are looking forward to catching up with you all and showing you Auckland at its best.

Thursday night we will all meet at the Barrycourt Hotel for registration and some drinks and nibbles, and a chance to catch up with each other.

Friday will be a non-driving day, apart from the short drive to the Concours venue. This will be held in a premier waterfront location only a short distance from the hotel. The rest of the day will be free to explore the city and waterfront.

We will have a number of suggested tours and places of interest to visit, unless of course you prefer to explore the shops of the city and the waterfront.

Don't forget to bring your Gold Card (the Winston variety) as travel on Auckland buses and ferries are free when you present your card. Friday night we will dine at one of Auckland's waterfront restaurants.

Saturday and Sunday will be driving days. On Saturday we will explore north of Auckland and on Sunday the south where we will visit New Zealand's premier motorsport parks. Saturday night will be our gala dinner and prize giving held at the hotel, so it will only be a short walk home. Sunday's lunch and farewell will be held at a venue with a motorsport heritage, so we will say no more at this stage.

Just make sure you get your registration in as time is running out.



# Canterbury Tales...

This last month or so has been busy for the Canterbury group. In October we held our monthly social gathering in Kaiapoi; one of the towns hit hard in the earthquakes. We had a good turn out and as usual, a very friendly and enjoyable night. Unusually, we had a few guests. Keith Penny, a TR owner Register member from the UK was in NZ staying with friends Graham and Marion Duncan in Diamond Harbour, and they contacted us and joined us for the evening.

At the end of October we did a short run around the Rangiaora region, exploring the local towns and roads. We set out from one of our usual starting points, the Belfast Tavern, and ended up in Cust for lunch. We had a good line up of nine cars and their owners on that run.

On 11 November, Brian and Carol Thomas organised a run for us, on some of the earthquake damaged roads of Selwyn. This wasn't as bad as it sounds. The roads have been repaired and it was a chance to stretch the legs of our cars on some quiet country roads between Rolleston and Coalgate and Lincoln. The real purpose of this run, and a very generous one at that, was to raise some money to provide water for a Cambodian School. Brian and Carol funded a slap up three course meal for us all at their place, at their expense, and we each paid an entry fee for the run. Everyone who attended had a great time and was more than replete at the end of the day. I have to say thanks and well done to Brian and Carol for their big hearted gesture.

Over the Canterbury Show weekend a large group of us travelled to Twizel. This run was organised by Grant and Nerilee Wightman. The idea for the trip came about from the joint Deep South/Canterbury 'end of season' get together at Otematata, in April this year. On our way home from that event some of the Canterbury group went via Twizel, where Grant and Nerilee have 'a bach'. We stopped there for a cuppa and got talking about what a great place Twizel was for a run, and ended up setting a date for this event.

The Twizel week-end began with the bulk of the group departing Rolleston at 9:30 am on Friday morning. Our first stop was for morning tea at Warwick and Juliana



**A very smart line-up.**



Protheroes' lovely home in Ashburton, where we caught up with some friends who for various reasons, couldn't come on the trip with us, but nevertheless wanted to catch up on news and gossip and wish us well for the weekend. At length, we set out in force for our next stop at Geraldine (picking up Grant and Nerilee en-route). It was Market Day in Geraldine and the place was buzzing with people and stalls lining the streets and even the weather played its part with a nice warm day. By now we had 14 cars in the group at Geraldine, and Nerilee had prepared an unexpected road quiz for us for the journey to Twizel, that, I might add, lasted through Saturday's drive as well.

We had a Barbecue at Grant and Nerilee's place on Friday night and on Saturday we headed up to Mt Cook. The weather was not too obliging

on Saturday, with rain and low cloud hiding the mountain tops. Nevertheless, the drive in and out of Mt Cook was superb; the low cloud creating a very moody look to the place that took nothing away from the scenery. On Sunday morning we headed to Omarama and then down the Waitaki valley, through Waimate and on to St Andrews for lunch at the wonderful art deco Masonic Hotel, on the main road. This place looks great on the outside but is even better inside. Lunch signalled the end of the week-end and we each made our way home from there.

The Twizel trip was a great event on many levels; the scenery, the roads, the cars of course, but most of all the people. The comradeship was outstanding and due to the boundless enthusiasm of Nerilee and the patience and reserve of Grant, and their huge hospitality, we had a great time.

Of note during the Twizel run we had at least four cars that were being 'run-in'. Barry and Kay Rickets, Grant and Kate Burgess, Ashley and Linda Southgate and Peter Edmondson were all running on reworked engines. Moreover, both the Rickets' and Burgess' cars have just been through full restoration (and you can see the results on the inside back cover) and they are both stunners, as is Ashley's.

The last thing I want to talk about is a technical issue. I write about this at the expense of my own embarrassment, in the hope of alerting people to the risks of ignoring the odd vibration in their car. *Ed - read this story in Tech Bits and Pieces on Page 34.*

*John and Denise*



**Wonderful design - and the hotel looks good too.**

# Hawkes Bay Happenings...

Our weather had improved and the fruit and grape growers were smiling, but now we have had a few cold blasts and late frosts that have had them frantically cranking up the frost protection, windmills, frost pots, helicopters and sprinklers - it sounds like a war zone in the early hours of the morning if you live near vineyards.

Sunday 23rd September was our Spring run. Three cars (Ray & Carol Weir TR7, our TR2 and our neighbours Peter & Marion in their replica SS100 Jaguar) met at Birdwoods Gallery in Havelock North for a coffee on a lovely sunny spring morning. Birdwoods Gallery features sculpture and decorative arts from both local and African artists. The gallery's home is the original church hall from St Peter's in Waipawa dating from the late 1800's. A run through the backroads ending up at Taniwha which is a property on SH2 south of Waipukurau. Over the years they have planted hundreds of daffodils and during September open it to the public to picnic and pick daffodils

(proceeds to charity). A wander around the grounds with a lake and swans. Unfortunately the daffs had sprung a bit early this year so they had mostly finished, but still a lovely setting for our picnic. Chatting about saving the world (as you do) and building new homes over lunch completed the day before a pleasant run via Highway 50 home.



28/10/12 - We met at Cafe Nosh in Ahuriri. If you are ever in Napier this little area is a

delightful wee find, galleries, cafes, specialists shops, board walks, intimate theatre, pizzerias it has it all including various accommodation options.

The Team for this run, our Team Leaders Carol & Ray Weir (TR7) who had organised this run.

Maree and Steve Bevan TR6

Helen and Mark Townend TR6 (Taupo)

Pam and Ron Robbie TR2

Joy & Graeme Thomas TR2

Coffee and chatter,... we are most interested to hear of Ron's recent motor bike trek through Ethiopia , we hope to have a report submitted to the mag Ron (no pressure! *Ed - very keen and plenty of pressure. Thanks.*).

We leave here heading North onto the Napier Taupo Road, a very mild warm morning, some of us with roofs down (no peer pressure here Pam!) a good jaunt to the Tarawera Cafe. Parked and out with the very flash TR Flag. Carol has a mystery walk

through the bush, Carol talks very nicely to the locals who were questioning our intent, with her usual charm. We are followed into the bush by two Kereru to find amongst the bush with the river rushing by below us, a hot spring with two very rustic hot tubs. We decline the plunge today but sample the water which was very warm.. Mark however did decide a foot soak was in order. The stroll back with the Kereru seeing us off their patch. We had of course worked up an appetite, food and drinks at the Tarawera Cafe.

Our Team Leaders have us up and away exiting the car park heading back towards Napier to stop just before the Mohaka Bridge, lead on foot this time under the bridge to find this amazing foot bridge which runs directly under the bridge, what an amazing find, spectacular, what a treasure to find. Well done Carol & Ray.

Having returned to the cars we are presented with certificates for being very brave and facing our fears and crossing the bridge. Maree, who was the caretaker of the cars, got the most unique certificate of all.



Well done on a lovely carefree jaunt with good conversation and camaraderie abounding. Just great to have Helen and Mark join us from Taupo.

We now look forward to Christmas and the start of a new year which of course means the National Weekend. We hope to have four or five cars heading to the big smoke from Hawke's Bay. Let's hope the weather gods will be kind and give us a summer weekend.

Look forward to catching up with some of you in Auckland

Happy MoTRing

*Graeme & Joy*

# City of Sails Area Report

Jan and Marian have once again had to return to Holland at short notice for a family bereavement; our deepest sympathy goes out to Jan and Marian at their time of loss.

In the meantime it is back to me to tell what has been happening in Auckland. Club nights have had a boost lately as we have been joined by members of the Auckland Triumph Car Club who have decided to share our club night with us. This is a trend which seems to be happening in the UK also where other clubs of the Triumph marque come together to share events. It certainly makes the event more worthwhile and gives the organisers some satisfaction when they receive some reward for their efforts by having well attended events.

We recently held our AGM, which Frank no doubt will cover in his report. The meeting was as usual attended by not much more than the committee. I guess the members must be happy with the way the committee is running their club.

The premier event of recent times was the Mosquito Launch day held at Ardmore airfield to celebrate the restoration and first flight of a De Havilland Mosquito, the only flying example in the world. This was another combined event with around 30 Triumphs of varying models from the TR Register, Auckland Triumph Car Club and Stag Club meeting just after 7.00am at the Auckland Botanical Gardens for the short drive to Ardmore airfield. Part of the day was a celebration of all things British, not just De Havilland, but British cars as well. Over 340 British cars turned up for the day lining up along the side of the runway representing their various clubs. This was the best display of British cars seen for a long time with every known marque represented. I have never seen so many three wheeler Morgans, every example in the country must have been at Ardmore.

The highlight of the day for the TR members was the fact that the Mosquito was flown by Keith Skilling, one of our TR members and fellow enthusiast. Keith left his trusty TR2 at home in favour of something powered by two Rolls Royce Merlin engines; it must have been a tough decision. He flew the Mosquito several times during the day impressing the crowd with a number of low level high speed runs over the airfield each ending in a climbing turn to



come back for another run. Later in the day we were privileged to see some formation flying with the Mosquito in formation with a De Havilland Vampire and then later in formation with some other aircraft of its own era, a Spitfire, Kittyhawk and Mustang. There is a great photo of the aircraft and our TR members on the back cover.

All left for home after a happy day with our spirits not even dampened by the heavy rain squall that hit us on the way home, stuck in slow moving traffic, with nowhere to stop to put up the hood. We just had grin and bear it, at one point I thought my wipers weren't coping very well until I realised that most of the rain on the windscreen was on the inside, I needed wipers for both sides.

We have some of our most popular events still to come although the year is running out fast. This weekend is the 36th running of our Isadora Duncan Rally which is a multiclub event, so we are hoping for a good turn out with plenty of cars from other clubs joining in.

A number of us have been working hard on the planning and organising of our National Weekend. We intend making this a great event and are looking forward to seeing a number of you in Auckland next February.

In the meantime have a good Christmas and enjoy your summer motoring.

*Alisdair*



**Auckland TRs, and about  
330 other British cars at  
the Mosquito Launch day**



# Deep South Group

Here we go, back into the silly season, heaps to do and not much time to do it! Things have started to hot up down here in the Deep South, it's great to be able to get out in the TR and not suffer from frost bite.

We welcome two new members to our midst, John Langley here in Dunedin with a white TR 4 reg# TQ 2505 and Peter Kissell down in Invercargill with a Red TR 3 reg# CP 9753. It's great to have these two new members and we look forward to seeing them soon on one of our runs

Brian and Susan Hope hosted a very popular Pot Luck Dinner Tour in October. The route explored South Otago, Eastern Southland and the Catlins area, concluding at a secluded country estate for a night of food sampling, recipe swapping and socialising. A great weekend was had by all and it was a good way to kick off the new touring season. (See write up on next page)

We had a good attendance of members to support Peter and Lauren Watkins and the Koru Club at the annual Outram Show and Shine Day. The day started off with no wind and nice warm temperatures but as the morning progressed it turned to custard. The

heavens opened and we had heavy rain with hail storms. Not ideal weather for a car show. Despite this set back, there was still a good turn out and the local Koru Club raised a reasonable amount of money for their cause. It was a shame the weather treated us like it did, there was a lot of interest in the show and after last year which was so nice we thought we would have got a record crowd but over 100 cars wasn't too bad given the conditions.

While out and about I called into David Mehrtens workshop to see what he had on the go at the moment. It was great to see a nearly finished TR 250 looking positively sexy and a TR 3 well under way with restoration. It's interesting seeing cars like this take shape after seeing them in their unrestored condition prior to work getting under way.



Our final run for the year is nearly with us, the End of Year Christmas Run. This is a mystery destination run so part of the fun is guessing just where we will end up on Saturday night. Where ever it is we can be assured it will be a fun night.

From all the members of the Deep South Group we would like to wish the rest of NZ all the very best for Christmas and the New Year and hope you get the opportunity to turn petrol into pleasure over the holiday period

Jane and Trevor

## DEEP SOUTH GROUP POT LUCK DINNER TOUR

Saturday 13<sup>th</sup> October 8.30am it's hoods down, hats on and buckle up and we are off into the centre of the city, round the Octagon, up Stuart Street, Taieri Road and over Three Mile Hill to the vista of the Taieri Plains. Actually I lie, it was hoods up and wrap up. In reality we left in teaming rain a south westerly front was coming through and the vista on the plains was missing. Tucked in beside the Maungatua Mountain Range rhododendrons, azaleas, late flowering blossoms, hawthorne hedges in flower, and kowhai trees are looking splendid.

We are heading south passing through Outram established in 1861, a sleepy little village, popular at weekends for biking and coffee. The lambs and calves are hunched up trying to keep dry, looking very sad. Newly ploughed paddocks standing out waiting for the crops to be planted. Woodside, Berwick, and Henley. Over the old bridge with whitebaiters dotted along both sides of the Henley river. On to SHW1 heading for Balclutha, the Big River town, for our morning coffee fix and to collect out of town members from Invercargill, Wanaka, Cromwell and Tapanui.

We are now in the Clutha Valley district of South Otago (it has stopped raining) and we have crossed the mighty Clutha river twice. It is lovely rolling lush lime green countryside with lots of sheep and lambs and more furrowed fields. Up hill and down dale, a great road for TRs.

SH1 for a brief period until Pukerau, left onto Kaiwera Road, a road that Brian and I have never been on (Virgin) heading towards our lunch stop at Wyndham in Eastern Southland. A packed picnic lunch, a pit stop, and a stretch of the legs and we are on the road again. We pass two paddocks of tulips - pink, purple, orange, yellow, red, and white, the colour was beautiful. At this stage we decide to make a detour to Maple Glen Garden, which is world class. Unfortunately a shower of rain was passing over, but the garden was still stunning in all its spring glory.

Through Waimahaka and up a rise to a glimpse of the sea, Bluff Hill, and Rakiura (Stewart Island). Left onto the Southern Scenic Route, we are now in the "Catlins", Fortrose and Tokonui. You can tell which way the wind blows as the trees are leaning north. We turn onto the Chaslands Highway and are in the Chaslands Reserve with



native bush on both sides of the road, lichen growing on the trees, large native ferns and native clematis in flower, as a Kereru flies by. A quick stop at the Florence Hill Lookout at Tautuku Bay is pretty spectacular. Papatowai, where the forest meets the sea and just up the road our destination for the night.

River Ridge  
Retreat, what a  
gorgeous serene  
spot, green green  
hills, majestic native  
Southern Beech  
trees, the Catlins  
River flowing through  
the bottom paddock,  
comfortable looking  
beds in the most  
remote spot. Wow!

We called the run  
“Pot Luck” and that is  
what we had for our  
dinner. Drinks and  
nibbles for an hour or  
two before our  
dinner of beef  
cheeks, chicken,  
lasagne, pasta  
dishes, potatoes and  
salads for our mains  
and pavlova, plum  
sponge and rocky road for dessert, all very scrummy.

Sunday started with breakfast together in the Function Centre, then coffee at the Catlins Café in Owaka.

On the Southern Scenic Route we turn off for Kaka Point. In Wilsher Bay a crayfish boat is fishing and the Nuggets Lighthouse is in the distance and the trees look like skeletons. On to Balclutha, Stirling. The Clutha river is very high with lots of water lying around Kaitangata.

Lake Waiholo is the lunch stop and time to say our goodbyes and thanks for the company for the past two days to our Central Otago members.

From Waiholo we stay on the Southern Scenic Route. At Taieri Mouth before we drop down from the hill you can see Brighton, Green Island (the Island), Lawyers Head and Sandy Mount on the Otago Peninsula.

Ciao

*Susan Hope*





# *Meet your committee*

I am reasonably new to the world of classic cars, having bought the TR4 about six years ago, so can't recount a long history with TRs. I have always loved cars and the idea of a classic car arose when we followed a bunch of (very slow) classics over the Crown Range road between Wanaka and Queenstown one day.

While I didn't know it at the time, popping into see David Mehrtens for some advice meant it was always going to be a TR, and the fact he had a 3/4 finished beautiful bright red TR4 being restored in his workshop on that day made it even harder to make any other choice.

David advised that the TR Register in the Deep South had a very active and friendly group of members, and he was absolutely right. Gail and I have very much enjoyed our time in the company of the DSG and wider TR fraternity.

The TR8, on the other hand, wasn't planned. Just a response to an opportunity.



Other than TRs, and cars in general, what keeps me busy, entertained, and a bit excited?

Two sons still living in our home town of Dunedin, the oldest married and with our first grand-daughter, isn't necessarily all that common any more, so Gail and I enjoy that while they are in Dunedin.

Gail likes her garden, so since we have nearly an acre in garden and lawn I seem to end up with a few things to do around the section.

Business, the occasional game of tennis, reading (about business and cars mainly!), and the odd long weekend at our holiday house in Lake Hawea seem to make up the rest of the time.

And I quite enjoy putting Transmission together with help from my co-editors, so keep those stories and photos coming.

*Stephen Higgs*

*NB Thanks to Fairfax and D-Scene for allowing use of the photo. It's the only one I have of both cars.*

# Waikato Wanderings



Tim Bradshaw's TR4 has left the Trix Workshop for final finishing and painting by Tim. Ian Macperherons TR4 is in the TRIX workshop beginning a rebuild and Merv Thorburn's TR4 is also on the go.

Steve and I had a great track day at Hampton Downs – he in his Lotus and myself in the TR6. The Lotus lapped it up, but I retired in the TR6 during the 3rd grid when my tyres and brakes decided I had gone fast enough. Great to be out on the track again after 10+ years of no racing...

In October the Waikato Group had a great Fish'n'Chip run that took us over meandering back roads to Paeroa, a cuppa at a Winery going on to Water Lily Gardens before ending up at Waihi Beach for a Fish & Chip Lunch – beautifully organised by Peter & Diane Parker with a great attendance. Huge apologies to the TR8 parked in Paeroa that was having starting problems and was hoping to join us. We all waved cheerfully at him and cheerfully drove past – how embarrassing to realise he was waiting for us and none stopped to help.....



The VCC Waikato Swap meet at Cambridge was a great outing with Steve finding many treasures and

me finding a flock of plastic ex-decoy ducks to float in my fish pond.

We have had some amazing turnouts to our noggins including the Cambridge one with Bruce & Trish Hislop and the Fiske's – such keen TR members deserve special mention.

Our final Noggin for the year is on 16th December at the newly opened Classic Car Museum in Hamilton. This is a changing collection housed over 2 storeys with an attached licensed Jukebox diner. We have 23 Waikato members coming so far.

On 9 January our Noggin will be at the Redoubt, Te Awamutu @7pm

13th February Noggin will be @ a venue yet to be decided (watch the group pages)

13 March will be @ a venue yet to be decided (watch the group pages)

April 7 2013 is the annual Classic Car Show and Swap meet at the Te Awamutu Racecourse that has become a huge classic car event. We have had a TR stand here the last 3 years. Entry is gold coin donation and a great day is guaranteed.... In past years we have had amazing support from our Auckland group and local members. Also a chance to fly our cool TR flags.... all TR people welcome to join us.

April 2013 – Steve and I (in a fit of madness) have decided to organise a South Waikato Tour over a weekend exploring the Forgotten Highway. Accommodation is budget-type staying in Ohura Prison. Watch for further details on group pages. Members from all groups are most welcome to join us.

To our TR friends – very best wishes for the festive season and coming New Year. We regret we will be unable to join you at Nationals but hope you all have a splendid time and we look forward to seeing you sometime 2013.

Regards

*Cazna & Steve*



# TR4 POLICE CAR

This white TR4 was supplied new to Southend-on-Sea County Borough Constabulary in May 1962 via Easton Automobiles, Standard Triumph agents Leigh-on-Sea.

Superintendent Bill Burles allocated the car the task of 'fast pursuit car', a task which it performed very well according to officers that either drove the car or were observers in the car at the time. The car was equipped with a Pye Radio, Winkworth Bell, Air Horns, Spot Lamps, Reversing Lamp, Windscreen mounted Hand operated Lamp, front and rear Police signs, rear stop sign, wing mirrors and a Calibrated Speedometer, all of which, with the exception of the speedometer was fitted in the constabularies own workshops.



In 2009 an article in the Essex LAW magazine about the car, asking for background information, resulted in a surprising number of responses from officers of the day. As a result we know quite a lot more of how the car was used. It went out on 2 shifts a day 9-5, 5-1am or 7-3am, 150 miles a day, 7 days a week, about 1000miles a week!

Originally the car had no seat belts and one officer relates that he hung onto the underside of the seat whilst in fast pursuit. In no time at all the seat was wrenched from the floor so the workshops welded stout plates to the chassis and bolted the seats to these. Later seat belts were fitted.

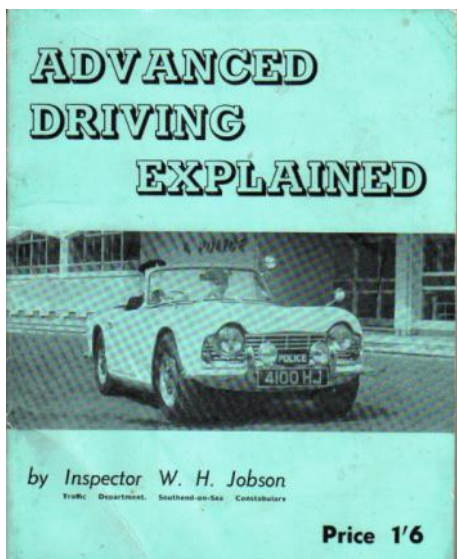
Officers invariably drove the car top down and always wore their caps with chin straps in place. One winter with considerable snow and ice, the car was called upon to make an unusual journey. A call came in from Southend Hospital to deliver an urgent drug from a London Hospital. There were no helicopters available in those days so the TR4 was pressed into service to undertake the journey which was done in double quick time considering the poor conditions much to the satisfaction of the hospital and patient in particular.



A picture of the car was used on the front cover of 'Advanced Driving Explained' by Inspector W. H. Jobson price 1'6.

Eventually the car was retired from the police force and passed through several owners before turning up in Somerset in the late 70's when owned Debbie and Ernie Cole.

When the car had deteriorated to a somewhat dilapidated state, they decided to sell and Neil Revington became the new owner in 1991. Since then the car has been completely stripped and rebuilt, not as a concourse car but to represent as closely as possible the condition specification as used by the Southend-on-Sea constabulary. Where special equipment was missing this had been purchased with the assistance of the Enthusiastic members of Police Car UK.



*Thanks to neil Revington for the story and photos - for more information contact: -  
Neil Revington at Revington TR, Thorngrove Barns, Middlezoy, Somerset TA7 0PD  
Tel: 01823 698437 Fax: 01823 698109  
Email: [info@revingtontr.com](mailto:info@revingtontr.com)*





# ***THE TOP O' THE SOUTH***

## **2012 LORD NELSON RALLY**

*21-24 September 2012*

While not a Regional TR event, the Lord Nelson Rally, run by the local Classic Car Society has been a feature event in this area for a number of years. It has proven to be a popular event and the number of entries often has to be restricted. Cars just have to be regarded as "Classic" in nature (by the individual) and not surprising, there was a myriad of vehicle marques.

The cars gathered in Nelson and formed up at the WOW Museum on Friday 21<sup>st</sup> September 2012. Departure time was set for 9am and it was like a meeting of "Old Friends" prior to the event and we represented the TR Register, with our TR7. To our delight, Lyn and Val Scott were there with their TR7 as well and while we were the only TR's on the run, there were a number of other Register members present, with other vehicles. Most notable were the Hoffman's with a delightful 302 Boss Mustang. Unfortunately, the car was plagued with fuel problems during the initial couple of days, but as expected, Phil solved the problem (without actually knowing how) and they were valued participants.

On the Friday, the run was from Nelson to Hanmer Springs. The first stop was at Murchison and it was here that the Blenheim and a number of other participants joined us. All up, by the time we got to Hanmer, we had a total of 56 vehicles. Fortunately, the weather was fine and clear and we very much enjoyed the first day's run. The run was capped off with lunch at the Hanmer School and following that, the obligatory swim in the thermal pools that afternoon. The group gathered at a local "watering-hole" that evening and friendships were renewed.

Saturday dawned clear and once again it was "tops off" for those hardy types. We had a great tour of the North Canterbury area and travelled roads I had not previously been on. Morning tea was at the Hurunui Hotel and from there, we motored via the back roads of the Balmoral forest area to end up at Waipara. We were told we were in for a "treat" and a treat it was. We had the afternoon on the train running from Waipara to



Waikari via Frog Rock. I have seen this many a time, but never travelled on it, so it was an enjoyable experience. From there, we headed to our destination at Rangiora, via the inland route. We did clash with a Veteran car run and it would be fair to say that our paths crossed on many an occasion, due to the variety of roads which criss-crossed the area. Again, we gathered that evening at a local Hotel to add to the local economy.

Sunday 23<sup>rd</sup> September saw the Rally depart Rangiora and head to Hokitika. The first interlude was for breakfast at Oxford (Jo Seagar's), then lunch at Jacksons Pub (a pie & a pint) and finally to the Hotel in Hokitika. We had the "top off" for the whole run and we could not have asked for better weather. The evening and the Rally was concluded with a delightful dinner at the Oceanview Hotel.

The following day, the participants departed in their own time to their home locations. We had a great trip back to Nelson via the Grey Valley and managed to keep the top down for the whole trip and avoided the forecast rain.

Overall, it was a fantastic trip and although there were only 2 TR's present, nonetheless the Register was well represented. Bring on the 2013 run!

*Terry & Helen Byrne*

## **ALL MAKES CAR & BIKE SHOW, PICTON**

*Saturday 20 October*

On this day, Club Holden, Marlborough, held an all makes bike and car show in Picton. No excuse for not putting the Triumph on display - the event was held in Picton School grounds, on the street where I happen to live, and only a block along the road from home.

Between 40 and 50 vehicles were displayed and a 1920's Sunbeam motor cycle was on show to satisfy the bike enthusiasts. I'd phoned around trying to line up some other Triumphs, but without success. In the end, my '3A was the only Triumph there, but in good company. A number of older British badges, the likes of Morris, Vauxhall, Sunbeam, etc.were parked nearby. Unfortunately, the long Labour Weekend holiday, and a major vintage car rally, limited the number of vehicles taking part.

The show was a community fundraiser. Proceeds from car entry fees and spectator donations went to Marlborough Volunteer Coastguard. A very worthy cause. They received a \$500 cheque from Club Holden once the proceeds were tallied up. The Picton School was able to keep the profits generated from the sausage sizzle, and from drink and refreshment sales.

This is the second time Club Holden has organised this community event and they plan to repeat it every second year. They're to be commended for their initiative.

Going by the number of empty display sites, I'd anticipate plenty of room for having a few more Triumphs on display when the next show rolls around. ( and lunch at my place, only a block down the road.)

**Bill Rogers** (TR3A)

# **TR EuroMeet 2012**

## **LAUSANNE, SWITZERLAND**

In mid September the TR European Meeting was held in Lausanne Friday-Sunday and followed by a tour around western Switzerland that finished with a final luncheon on Friday.

With about 130 TR and related cars from Switzerland, Austria, Belgium, France, Germany, Italy, Holland, Norway and the United Kingdom ...all in excellent shape as well as one representing New Zealand the weekend was a great success as was the tour afterwards that attracted about 65 cars ..all in perfect weather. A week of great company, wonderful food and quite a lot of wine and beer to accompany it that saw visits to museums, a huge dam - the Grande Dixence, a chocolate factory and a couple of wineries just to mention some. Possibly the highlight was a visit to Fondation Renaud, a significant private collection on the shores of Lake Neuchatel of amazing cars including several from Bugatti and other very well presented classics.

The whole event was very well organised as one would expect from the Swiss and accompanied by road books totalling about 120 pages that had been printed in 3 editions, German, French & English to meet the needs of the multinational audience. In addition to the road books all the briefings were delivered in the three languages as well.

Whilst Switzerland may not be a low cost destination everything works, the food and accommodation was excellent and the Swiss hosts made the kiwi team very welcome.

Robert



**A TR6 outside Hotel de Ville (Town Hall) at Gruyeres, Switzerland bearing the New Zealand flag. It was borrowed from Anthony Richards (UK) for this occasion where only 11 TRs were allowed into this beautiful Swiss village as ambassadors of each country represented on the tour. (The remaining 50 or 60 TRs had to park a few hundred metres down the hill in a public car park!)**



**About 45 TRs in the car park at the base of the Grande Dixence, the tallest gravity dam in the world at 285m high, in the Swiss Alps**

# The Registrar

## Reports...

*Classic LeMans TR2 Winner*

### AUSTRALIAN HISTORY OF TS3039

During 1954 triple Australian Grand Prix winning driver Doug Whiteford of Melbourne took delivery of a brand new Signal Red long door TR2, commission number TS3039 with registration number 706. It was soon modified to full race trim including a pair of side draft Weber carbies in readiness for Doug to debut at the 1955 South Pacific Championship meeting in NSW. Lessons learned there on how to prepare and drive the TR2 soon paid dividends for its talented driver.

The next appearance for TS3039 was the inaugural Moomba Tourist Trophy race at Melbourne's Albert Park Lake circuit where, against all odds, Doug in an exhilarating drive, took the chequered flag after 32 gruelling laps. Victory over the quicker Allard and XK120 Jags caused something of a sensation and it is fair to say that this was Triumph's finest hour in Australian motor sport history. TR2 sales were immediately boosted from the publicity generated by Doug's magnificent win.

The next owner of TS3039, John Pinchen, who lives on the Mornington Peninsula, tells of detuning the car for road use, then rolling it soon afterwards, fortunately only sustaining minor injuries. His keepsakes from his beloved TR2 are the original pair of Webers and the 706 number plates.

Thereafter the car went through a succession of owners, one of whom changed it from Signal Red to BRG, and its famous history became lost in time. Some two decades later TS3039 returned to historic racing in the hands of NSW owner David Farrell and its significant contribution to Australian motor racing history was uncovered. Eventually the TR2 with its provenance appeared for sale at Sydney's Classic Throttle Shop where it was secured by Mark Hoble of London and shipped off to the UK. There Neil Revington's workshop carried out a major refit in preparation for the 2008 Classic Le Mans campaign. Some 54 years after its first victory, TS3039 again found great success in Mark's capable hands by winning on handicap the Plateau 2 category for 1949-56 manufactured cars.

With thanks to author Graeme White for kind permission to use material from his wonderful book "Triumph Sidescreen TRs". (contributed by Viv Paine)

### **LeMans Classic 2012 - Mark Hoble**

My earliest memory of going down the Mulsanne straight (as we British call it) at max chat dates from the mid-70s. It was in the dark and I was mesmerised. They say that racing drivers can smell the barbeque sausages at LeMans at night. Well I couldn't as I was 14 and incarcerated in a Bedford coach probably doing all of 40mph – on a school trip, but on the Mulsanne straight.

Scroll forward and here I was again at the lemans Classic – still transfixed by the place, the people and the challenge that the full circuit presents. No other circuit asks so





much of a car and driver. Maximum speed (120mph in the TR2) is reached four times on each lap and is held for what seems an age as the engine screams away.

For those of you that may not know I bought the long-door TR2 PDU222 (Commission Number TS3039) from Australia where it had been a race car from new in the hands of Doug Whiteford their leading driver in the mid-1950s - he used it in support races while winning Formula 1 races in his Talbot-Lago. I brought the car back to the UK in 2007 specifically for the LeMans Classic. Looking at the regulations, a 1954 TR2 on drums was the obvious choice to win the Index of Performance for Plateau 2 (1946-1955) and it did just that first time out in 2008. In my heart of hearts that win always felt somewhat fortuitous as the handicapping favoured the TR2 against other makes and I knew that as long as the car kept going a win was possible.

So guess what was on the grid in 2010? A French-entered 1954 TR2. They had caught on. Now it is important to understand that one country's interpretation of period specification (and therefore the granting of the required hallowed FIA papers) can differ quite markedly from another's. Let's just say that the French car wouldn't have passed a British dope test. I wasn't the happiest camper – even less so when the engine of PDU222 cried enough of the 40 degree heat and expired at the end of the second race while we were again leading the Index. And yes, the French car won.

So to 2012. This year the organisers decided that all the TR2s and Porsche 356s would have the same handicap, even though the regulations say different. It was therefore going to be a straight race primarily against the French TR2 and the delightful TR2 PKV693, driven by Neil Fender and Guy Broad.

PDU222, in fine fettle with a new gearbox and other bits and bobs, had been expertly prepared by Guy Heath of Loire Valley Classics. We were good to go.

**Qualifying** - The daytime qualifying session is the one that matters as it makes a difference to the Index. The second session at night is just to become familiar with the circuit in the dark. The daytime session was about 40 minutes long – it all went well enough and PDU222 qualified a couple of seconds behind les français.

But it is never that straightforward in historic car racing. The overdrive on the new gearbox had decided to cut out every now and then. Usually when the engine was at 6,500rpm – you can imagine where the revcounter needle ended up pointing – right around the clock. When racing you have to trust the kit so I asked the team to

change the gearbox before the nighttime practice. It didn't make me Mr Popular but there was no choice and thankfully the replacement box was fine.

Qualifying result: 23rd out of 74.

**Race 1** for Plateau 2 was held in the late evening and I was really looking forward to it not least because the ambient temperature was considerably lower than in 2010. I gridded up behind a 356 with "Spirit of LeMans" written across its rear which was to prove somewhat ironic.



Off we went with a rolling start. Now I should explain that when I'm in a car it's all about racing, not cruising around and waving to the crowd. I don't believe in that nonsense about "red mist" but if there is a car in front of me I'll try to pass it, and if the car behind is not appreciably quicker, I'll defend.

So, back to the 'Spirit of LeMans'. We were at it hammer and tongs for the first few laps and Neil Fender had the best seat in the house as he followed the battle. PDU222 and the 356 were equally matched all the way around the circuit, and as we went down the Mulsanne flat out once again (memories of the Bedford coach...) I moved across to block, leaving racing room with the 356 driver decided to take. After the race he was remarkably sanguine about the James Bond style spinner marks on his car's body from the resulting kiss. I think that counts as my first ever 'racing incident' but we both finished well so that was fine.

Race One result: 16th in the scratch race, second in the Index, but still trailing les français.

**Race Two** - What is your dream car? With my theoretical lottery winnings I'd go out and buy a D-type. Beautiful, beautiful machines that usually lap me quite early on most circuits. D-types are the car of choice in Plateau 2 but they are rare and of course incredibly valuable.

Race 2 started in the wet and dark with two laps behind a safety car. Once we were up and racing I really enjoyed myself. The TR2 handles like a dream and that Murray Walker quote about "rain being a great leveller" is true. I was able to keep my foot in it whereas those with more power had to tiptoe around the corners and couldn't get their usual lick on down the straights. And that's when I dived with a D-type. I'll repeat that. I dived with a D-type.

If my car was worth millions I'd be circumspect in the wet too, but when the D-type came past on the straight, cut in front of me and then braked early I nipped around him,

braked, made the corner and got on the gas. Probably not what he expected. We continued like that until the pit stops including one memorable slip up the inside of the D-type at the Dunlop chicane as I quickly compared the relative of our cars and prayed for no contact.

Race 2 proved to be tough. The organizers had decided to apply a draconian penalty of two laps on any car caught speeding in the pit lane. This caught out quite a few of the front runners and, sadly, les français. The hot shoe driver had decided to carry his fast pace right up to the very moment he handed the car over to the owner. Tortoise and hare.

Race 2 results: 7th in the scratch race and 1st in the Index.

**Race Three** - Being LeMans, one of the three races starts with the time-honoured sprint across the track followed by a fumble for the seat belts, cries of "sod it!" as drivers fail to do them up, and cars taking to the track directly into the path of oncoming vehicles. It's my least favourite part of the Lemans' experience.

As we waited opposite our cars ready to lumber across the track at the drop of the tricolore I was approached by the Colombian driver of yet another 356 who was second behind me in the Index in Race 2. Something about not passing before the green I think he said. Anyway, I passed him at the start line on the real rolling start (the chevron LeMans start is just for the cameras) and sat in front of him as we circulated. Well, that's racing..

PDU222 had a charging problem all weekend which meant I fell back at the end of the race, worried about having to park the car up again like two years before. But with some short shifting (unusual for me) and gentle throttle use (ditto) PDU222 took the chequered flag, while concerned but relieved faces from Loire Valley Classics looked on from the pit wall.

Race 3 results: 21st in the scratch race and 2nd in the Index.

And finally....

It was over. A wonderful experience – 11th overall in the scratch race and 1st in the Index for PDU222 out of 74 starters and a fantastic one-two with the Neil Fender and Guy Broad TR ahead of that Colombian 356. Whereas the 2008 win felt like beginner's luck, this time it was hard racing all the way against three other TR2s, five 356s and a Morgan in the same class. PDU222 beat all the Aston Martins apart from a DB3 and all the Healeys bar a 100S. No wonder it took me a week to recover.

2014 is PDU222's 60th birthday so I'd better start saving up.

And they tell me 'it's just for fun'!

*Mark Hoble  
Teddington  
July 2012.*

# ***Tech bits and pieces***

At the Nationals this year I noticed a vibration coming through the chassis of my TR6, as opposed to the tyres and from the road surface, when I reached about 100 kph. If I backed-off slightly the vibration went away and if I went a bit faster it disappeared. The vibration was not severe, but was noticeable. The general feeling among those I talked to was that it was a worn UJ, a view I shared.

Before the end of the Nationals I put the car up on ramps and carefully inspected the joints that could be easily reached (3). The outer half shaft UJs had been replaced and the ones I could see and manipulate all looked OK. The only joint I could not inspect was the forward prop shaft, but given the level of vibration and the fact I felt it was coming from the rear of the car, I decided I would continue on the West Coast trip.



In the intervening months I have driven the car three or four times, and on the last occasion the vibration at high speed was of concern, so I got over my complacency and set about finding out where it was coming from. When you start looking for problems on a TR they are sometimes not hard to come across. I found the diff had a loose forward mount, a leaking pinion oil seal and a weeping side seal so out it came. Then I discovered the prop shaft was very lumpy to turn by hand, so off came the exhaust pipes and the gearbox tunnel cover to reveal the forward prop shaft UJ was in bad condition.



On stripping it I found the cruciform badly damaged, a bearing race worn through to the yoke and the yoke gouged badly (see photos). To cut a long story short, after a long wait for spares from the UK, a careful repair of the yoke, new UJ bearings at each end of the prop shaft, new diff seals and mounts the car is back together and is now particularly smooth when driving.



The moral of my story is this; a small vibration can be nothing to worry about or it can indicate an incipient and insidious failure. I was surprised by the amount of

damage and I would have had to replace the prop shaft, which would have been expensive. Moreover, if the yoke had failed at high speed, more serious consequences could have resulted. In hindsight the car was telling me something with the vibration and I failed to pay attention. Hopefully this story can help you avoid similar mistakes.

*John Jones*

***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 don't forget the forum now available on the TR Register website, where you can ask and answer questions for your benefit and that of all interested members.***

### ***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.*

John Langley  
Steve Martin  
Peter Kissell

TR4  
TR6  
TR3

Dunedin  
Auckland  
Invercargill



# Spares News...

Summer's here again and it's time to spend more time cruising around in your TR enjoying the good life.

Hopefully you've got all your maintenance up to date, but if you've left a few things to the last minute it's never too late to get those parts you require to keep your pride & joy in top shape. The latest stock shipment of parts has just arrived and the shelves are bulging with stock waiting to meet your requirements.

We have increased the range of polyurethane suspension bushes and we now stock most suspension bushes in polyurethane where available as well as stocking the original style rubber suspension bushes.

Also now in stock is the proper oil for 'Armstrong Lever Shock Absorbers'. The damper works by using two pistons to pump oil from one chamber to another through an orifice which governs the damping rate. This is calibrated to the spring rate of the car to give optimum handling and ride. 'Armstrong Shock Absorbers' that have been filled with non-standard oil or are low on oil cannot work to their optimum performance and the result is poor handling or ride. Engine oil or similar is not a suitable substitute as the detergents in engine oil will damage the rubber seals over time and engine oil does not have sufficient anti-foaming agent in it to cut down foaming in the oil when pushed to the max on bumpy roads.

Altering the damping rate by using thicker oil is not the preferred method, but if you are interested in changing the damping rate on your TR I do have the details for altering the orifice spring rates for compression and rebound. Contact me if you would like a copy. It's easy to check the oil level, just remove the small screw plug at the top of the damper and fill to the top with the correct oil now available from TR Spares.

Brake hoses are an item often overlooked when checking the car over, but are extremely important to everyone's safety. You can check the outside for any signs of cracking or wear caused by chafing, but it's what's happening on the inside that really counts. The rubber perishes with old age and can swell or get brittle and crack. The outside is restrained by the braiding, so as the rubber swells it restricts the inside diameter of the hose, particularly at low pressure brake applications restricting the flow to the wheel cylinders and thus giving sluggish brakes or alternatively at high pressure brake applications the hose can swell giving a spongy feel to the brake pedal as a lot of the pressure applied to the pedal is lost in stretching the hose. Either way you lose the sharp responsive braking that makes for good safe driving.

The best way to check the brake hoses is with two people, so here's a chance to let the wife share in the experience of TR maintenance. With the engine running (for those TRs with a brake booster) jump in the car and get the wife to clamber under the car and check all the brake hoses for any signs of swelling or cracking while pumping the brake pedal to maximum pressure. If this preferred method of checking brake hoses doesn't work you may have to resort to reversing the roles to achieve the desired results, as an extensive retraining programme at this point usually has nil results!

Remember that it is generally recommended by brake hose manufacturers that brake hoses have a life span of six years before they need replacing.

TR Spares has a full range of brake hoses to keep your car safe and on the road

Changing your brake fluid at regular intervals is another good way to keep your brakes at peak efficiency. Absorption of moisture particularly by glycol based brake fluids also causes a spongy pedal and decreased brake efficiency along with causing corrosion in the cylinders. So when changing the hoses or doing any other work on the brake system it's a good time to also change the brake fluid.

The next indent order closes off on the 31<sup>st</sup> March 2013 so be in early to order those parts for the winter upgrade or restoration.

For all parts contact Kevin Glover – [spares@trregister.org.nz](mailto:spares@trregister.org.nz) or phone 09 625 9428 after hours

**Kevin**



# *CAR...TOON CORNA*

**New seatbelt design:  
45% less car accidents!!**



**This Court is aware of Witness's enthusiasm  
for the size of his pickup truck.  
But, hereafter, you will refrain from  
statements that you "won" the accident.**

# TRansactions



## For Sale 1962 TR3B

LHD a very rare TR. Total rebuild, has won TR weekends awards, painted blue 2.2 litre engine, overdrive, balanced motor, a sweet wee touring sports car and a pleasure to drive.

W A Southgate  
Ph 036126644

## New parts for sale.

TR5/6 150HP camshaft, brand new.  
TR5 Dash Support.  
TR5 Wiring Loom

Tr5/6 Clutch Cover heavy duty. Borg/  
Beck

TR5/6 Heavy duty set road springs.  
TR6 1974 wiper switch with washer  
switch.

TR6 Hoods with zip out window -  
black

Saloon 2.5 clutch plate.  
Bullet style mirrors LH/RH new.

Second hand 40 thou plus TR5/6  
Pistons/rings/pins set. Exc condition.

Second hand early TR6 radiator.  
TR5/6 second hand trailing arms RH/  
LH.

Type A overdrive with adaptor plate/  
main shaft {2}

W A Southgate  
Ph 03 6126644

## TR7 DHC Parts

Mostly new

Windscreen base/finisher  
Rear Lamp Assembly RH  
Wiper Blade (not TR7)  
Wiper Blade Assembly  
Strut Gaiter  
Heater Control Knob  
Heater Control Knob Vent  
Top Rubber Quarter light  
Hood Popper Female (8)  
Hood Popper Female (2)  
Hood Popper Male (8)  
Plate

Ph Neil Raines  
09 5212499  
neil99@orcon.net.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](mailto: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](mailto: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](mailto:gobble-snz@hotmail.com)

### WANTED

#### 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](mailto:gobble-snz@hotmail.com)

#### TR6 Exhaust extractor with twin outlet

[br.gage@xtra.co.nz](mailto:br.gage@xtra.co.nz)

#### TR6 final drive unit

One complete final drive unit for TR6, (Rear Axle Assembly).

The condition of the internals is not important.

Chris Dakers  
(09) 849 3396 (after 6:30 pm)  
[chrisdakers@xtra.co.nz](mailto:chrisdakers@xtra.co.nz)





Barry and Kay Ricketts' new TR6.....



.....and Grant and Kate Burgess' too

