

# Transmission



Nationals 2012 umbrella being put to summer use by Waikato members



Waikato TRs at Hamilton Classic Car Museum

# TRAnsmiSSion

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## FRONT COVER

**The TR Register NZ Nationals in Auckland were a huge success.**

**Cars gathered on the waterfront, with cityscape in the background.**

**Perfect.**

*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



Just as I was thinking there was a good chance we would be using the TR all year, taking advantage of the wonderful weather, the rain came. Although the country is parched this has been an exceptional summer for topless motoring, undoubtedly enjoyed by our Australian visitors who have just completed a very successful tour of the South Island in MX5s !! By all accounts the hospitality that our members extended to our Australian TR Register colleagues was exceptional judging from the feedback I have received. Rick Fletcher (the tour organiser) in a note to Trevor Payton said *"Thank you very much for your support both before and during the TR Register Australia Tour of NZ. I think it did serve to forge stronger bonds between the two TR Registers across the Tasman and built some lasting friendships."* The tourists certainly made the most of their visit as you can see from the wonderful images posted on the TR Register Australia website.

Auckland hosted the National Weekend earlier in March. This was considered a bit of a risk, as Auckland does not feature on the bucket list of many of us. However the organisers came up with a cunning plan to avoid the worst traffic and 100 people responded to the invitation. Those that attended enjoyed a very successful weekend as you will read in the various reports. The Sheriff and the Deputy (Barry Rickets and Glen Wilcock) extracted \$1033 from us all, willingly, for the benefit of the nominated charity "Canteen". The court sessions held by the Sheriff were a highlight, as Barry hilariously recounted the various misdemeanours. The Concours, as always, was hotly contested by a number of entrants and you will see from the results there was very little between some TRs. The venue, the Auckland waterfront, was unique and attracted many visitors who admired the wonderful line up of 50 TRs. The Masters Class was again won by Ken Pfeffer who can be very proud of his beautifully presented TR5.

The Enthusiasts trophy presented by the TR Register UK is awarded at the National Weekend to those who manage to attend despite all the adversity encountered. This is the first year of the award and it was appropriate that the Christchurch Group be the recipients. With only a couple of exceptions all encountered more hurdles than the average gymkhana entrant.

At the Forum this year it was agreed that a PDF membership list is to be uploaded to the website in the member's area. This is to be kept current and will allow us to print our own copy as and when needed. A show of hands indicated that all present had access to the internet. If this is a fair indication of the whole membership then in time we will see the website become the communication tool to the benefit of us all. The Spares service was examined, the question being "what do members want from the service"? This generated a wide ranging discussion & the outcomes have given us a few things to think about. The forum resolved that the service should be continued, the advantages of the twice annual indent service be explained to the members but moreover there was a request that the service and stock lines be made more visible on the website. My own opinion is that given the extent of stock lines & the service provided by Kevin Glover we, as members, should use the service more than we do at present. Can I encourage you to do so please; any opinions you may have on what would encourage you to use the service as a first choice will be very useful.

From the feedback given by those that attended, NW13 was very successful, so our thanks most go to the organisers Kevin Tinkler, Alisdair Keucke and Ian Harris who made it all possible. Special thanks must also go to the Sheriff and the Deputy, this is the second time the National Weekend has raised funds for a charity. It was the brain child of the Christchurch Group and long may it continue.

The Northland tour that followed NW13 was enjoyed by a very select group. We had an unforgettable time touring topless through what is a wonderful and varied part of our country. A relatively leisurely itinerary and catching up with Northland members was a bonus. My thanks to Tony and Liz Phillip for a wonderful last evening of TR hospitality.

NW14 will be held in Wellington. Although the dates and programme are yet to be announced make sure you block out time in late February early March. Wellington being very central is a good incentive for us all to make the effort to be there.

Ann and I plan to attend the TR Register Australia National Concours to be held in Echuca, Northern Victoria over the weekend of 19 /20 October. The details are on their website and it occurred to me that some of our members might also like to attend. If you are interested drop me an email and we can plan from there.

Let's look forward to a successful year ahead from a TR perspective. It certainly has started well.

*Frank*

# *EDITORIAL TEAM* *TALK*

As always, this edition of Transmission is a good read, with the Nationals and plenty of regional activity having taken place since the Christmas edition out late last year.

A run of fantastic weather throughout New Zealand in the last couple of months (for TR drivers, if not farmers and the economy) has ensured we've all had plenty of opportunity to get the cars out, and use them for what they are intended - cleaning.....and then driving. We hope you've made the most of that, as soon enough things will be changing with daylight savings having recently ended and the occasional cooler day.

With none of the editorial team being at the Nationals, thanks to those who have sent us some excellent stories and photos, which you'll find throughout the magazine. It's clear that the Auckland team put on a great show, were wonderful hosts, and had developed a program which meant that all those who attended had a memorable time.

At page 32 you'll find more on the history of the TR2 Speed Models and the New Zealand connection - a fascinating read. Thanks again to Kevin for all his efforts in gathering this information and presenting it to us in a form which makes it very interesting.

We are getting a bit short of material on technical matters and restoration tales for future editions, so when Brian Hope contacts you over coming months for a story about your new car, thanks for saying yes and taking the time to work with him. This ensures all members can share in the challenges you encountered, lessons you learned, and fun you had during your project.

On the subject of technical matters, we commend the forum on the Register website to you. When you are downloading your electronic copy of Transmission, pop into the forum and have a look. You'll see that a number of members are sharing information of use to other members - a great way to have any of your questions answered.

So enjoy your read of this edition. And with only half of Autumn left, take every opportunity to support any of your regional activities and get those TRs out on our wonderful roads.

*Stephen, Trevor, & Brian*

# ***National Weekend 2013***

## ***- the official report***

This year's National Weekend put the focus on Auckland with our National Weekend being held in Auckland for the first time, and it was an anxious organising committee that greeted everyone as they arrived at the Quality Hotel for Registration on Thursday night. Months of planning and preparation was about to be put to the test. Still, it was good to greet old friends and see many familiar faces as people began arriving for registration. There were a total of 54 cars registered with 10 from the South Island which was great to see after a slow start.

After a few wet National Weekends recently, the question on everyone minds, mostly the organising committee - "Was the weather going to co-operate". Mostly we saw blue sky and sunshine, except for a light sprinkle of rain on Sunday morning, which didn't dampen our spirits as we were on our way to Hampton Downs.

Friday's concours was held on the Auckland waterfront outside the Viaduct Events Centre. This was an excellent choice of venue as it showed the cars off to great advantage with the Auckland waterfront and city skyline as a backdrop. Maggie Barry, the MP for Takapuna came and welcomed everyone to Auckland and showed that she understood and had an appreciation of classic cars as well as things botanical. She did also offer help to those who were having trouble with their lemon trees or delphiniums. A number of the Auckland members spent the day at the Events Centre looking after the cars to give the owners a chance to explore the city and see some of Auckland's attractions.

Saturday was back on the road with a run starting from the hotel in Parnell taking the cars on a tour through Auckland via Cornwall Park and One Tree Hill and then heading west to Scenic Drive and out to Muriwai to view a west coast beach and the Gannet Colony. From there we headed back inland to West Brook Winery at Waimauku for an excellent lunch. West Brook Winery looked after us with not only a great venue but supplied us with a marquee to serve lunch under and shelter from the mid-day sun. It was with some reluctance we left there to head for Helensville and then across to Dairy Flat and back to Auckland.

Saturday night's gala dinner and prize giving is the climax of the weekend and a chance to relax and enjoy each other's company, and most importantly, find out whose cars have won their owners a trophy in Friday's Concours. We



were entertained by magician Mike Peck early in the evening who could make rabbits appear in other people's hands – quite amazing. The prizes were presented by Paul Tunnadine who was attending his second National Weekend. Paul is the area co-ordinator for the Midlands group in the UK.

Sunday morning promised another fine day of sunshine as we headed out to Maraetai and then on to Clevedon. At this point the weather ceased to co-operate and it was a quick stop at Clevedon to put up hoods before heading to Pokeno for a rendezvous at the Pokeno Market and then off to Hampton Downs Raceway. Chris Watson had generously offered us the use of the facilities at Hampton Downs, where we all completed 6 laps of the circuit during the race meeting lunch break. After completing our laps we gathered in the restaurant for our farewell lunch before heading our separate ways. That is except for the lucky ones who were heading off for a tour of Northland over the following week.

Over the course of the weekend we were all kept honest by Barry Ricketts who was appointed sheriff for the weekend, ably assisted by his deputy Glen Wilcock. Over the course of the weekend they were able to terrorise us into parting with \$1033.00 which will be given to Canteen to help the fight against child cancer.

***Alisdair***

### ***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.*

Adrian Baker

Auckland

Jim Foye

Wellington

Roger Schmidt

Auckland

# Canterbury Tales...

Time seems to have flown by since the last report. We had our annual pre-Christmas picnic at Orton Bradley park, on Banks Peninsula. This is a combined car club day so there are examples of many marques to admire. This year there was a bit of unwelcome excitement when a very nice looking Mk II Jaguar caught fire shortly after arriving at the picnic spot. Lots of people scrambled for their fire extinguishers and the only damage to the car was some burnt wiring and singing of under bonnet engine components. The car went home on a trailer and the event highlighted the value of a hand held extinguisher with a classic car.

Making the most of our good summer down here, our first post-Christmas event was another picnic, this time at the Groyne on Johns Road. We had a great turn out of cars and a very pleasant evening.

We had a Wednesday Night Social Session at Pomeroy's Historic Pub in February; if you are ever visiting Christchurch check this place out. It has an enormous choice of boutique beers on tap, all good stuff.



We also had the pleasure of meeting up with the Australian TR Register group who toured the South Island in February. A small group of us met them for a few drinks at their hotel and they were a very friendly and interesting group. In Australia, the TR Register is limited to TR 2 and 3 cars; all other TR models belong to another club altogether. Happily they cross pollinate between their clubs routinely.

Since returning from the Nationals, some of us who went are 'returning' our vehicles to health (not just me), and are planning our upcoming trip to Otematata with the Deep South Group in early April. This a repeat of a trip we did last year and promises to be a heap of fun.

John and Denise

# Waikato Wanderings



Waikato TR's have been out and about since last Transmission with our last gathering for 2012 being lunch at the Classic Car Museum in Hamilton at the Jukebox diner. A long wait for our lunches, but all were quite impressed with the displays in the Museum.

For our February Noggin gathering we tried a new venue, The 5 Stags at Cambridge with a great turnout and very nice meal. Special mention to the Fiskes and Kevin Blackstock who had travelled a big distance to join us – the Fiskes being the only ones to turn up in a Triumph with their GT6.

In February Steve and I visited the Morrinsville Motorama Car Show – a HUGE event with every sort of car you could wish for. There must have been in excess of 500 cars/trucks/bikes there. A very hot day and we caught up with lots of car people.

Also in February we had the Lakes Tour organised by Ian Macpherson of Katikati. After meeting on the lakeside at Hamurana on the Rotorua Lake edge and admiring the cars and a pack of Basset Hounds out for a walk with their elderly owner, we meandered our way in convoy to the Rotoma Roadhouse cafe for a very nice lunch on



the terrace. We continued on to Lake Rotoma where although there were no takers for having a swim, we had a great paddle in the lake and enjoyed watching the many families out enjoying the lake and the beautiful summer day.

Our cars looked pretty spectacular lined up on the lake edge. Our group of 9 cars was joined by Keith Skilling (with aero screens), Frank Cleary and Ann, and the proud new owners of BT303. Such a successful event, we are all keen to make this an annual run on our Waikato calendar (and next time will take our togs).

Our March Noggin was cancelled as everyone was super busy. As I'm writing this the rain has finally come to the Waikato today and we are all very thankful for it – we are definitely happy to sacrifice having to put the TR soft top up for it!

The weekend before Easter Merv Thorburn organised a combined weekend for the Waikato Group with the Te Awamutu Vehicle Enthusiasts Group in the South Waikato travelling the Forgotten Highway and spending the night 'in Prison' at Ohura. Report on how that went in next Transmission.

7 April is the Te Awamutu Classic Car Show and we are planning on having a TR stand and getting out our Flag again. Always a great relaxing day with 100's of cars on show. Entry is gold coin and goes to support the Waikato Air Ambulance. 10 April is our Noggin at 7pm at the Prince Albert Tavern in Cambridge.

TBC in April will be a South Waikato run to a lunch stop/picnic (watch the Group Page for details). Organised by Cazna & Steve.

Sunday 16 June is an event organised by Rocky and Rebecca Fiske. Look for details on the Group page. Meeting at Tirau and travelling great roads to a lunch stop at Waimangu, visiting some local attractions, finishing at the Fiske's to explore their garages filled with Triumphs. To finish off a swim at Waikite Valley Hot Pools. This will be a great day out as the Fiskes organise a lot of runs for the Vintage Car Club and know some great roads...

In the Trix Workshop are the TR4 and TR4A belonging to Merv Thorburn and Ian Macpherson. Steve is rebuilding the Vanguard engine for his Vanglia pickup. Easter Weekend Steve is also entered in the Morgan and the Ron Roycroft Event at Hampton Downs. We also have Chris's A40 in for some mechanical work.

Dick & Marianne are settled into their new home and just about finished fettling their nice new very large shed to house their impressive car collection. Dick has been looking very rakish and piratey lately sporting an eye patch – I guess that way he'll only get bugs in one eye!

Chris and Helen Empson's TR6 was one of their fleet used as a Wedding car for their youngest son's wedding in the New Year.

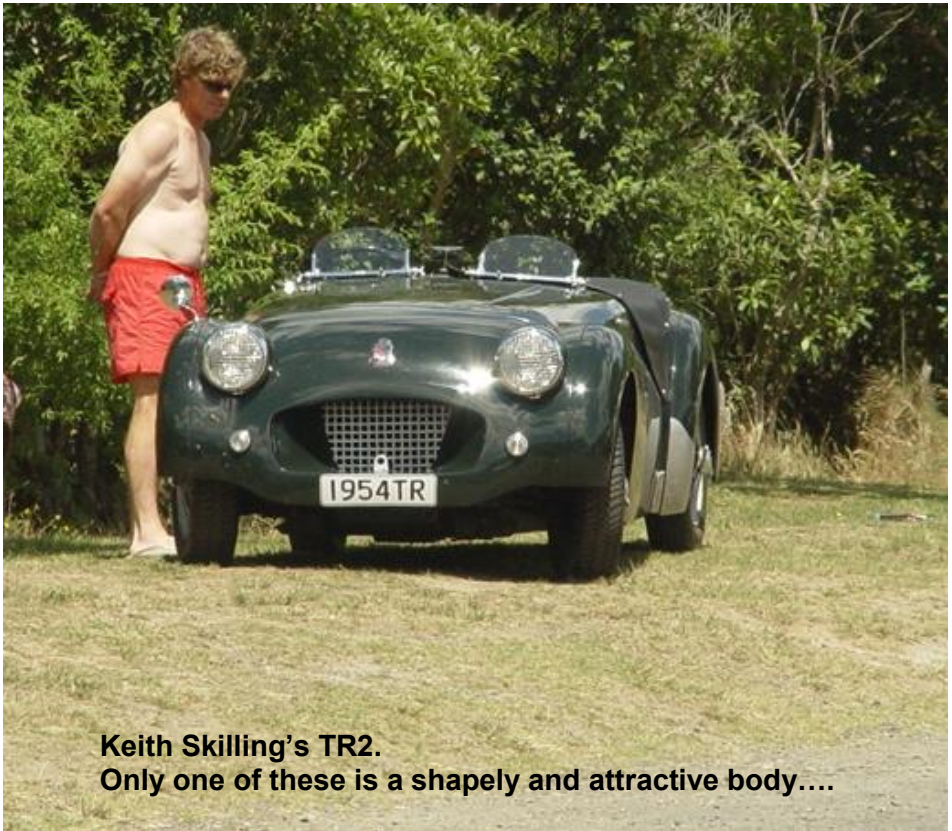
We acquired a TR compatible sized puppy at Christmas time – if we can just work out how to stop her being car-sick!

Steve really enjoyed catching up with everyone on the last day of the TR Nationals at Hampton Downs – I did offer him my TR, but it's hard to prise him out of the Morgan at the moment...

Hope you are all recovered from your Nationals experience and that those of you needing it are getting lots of rain.

Regards

*Cazna & Steve*



**Keith Skilling's TR2.**  
**Only one of these is a shapely and attractive body....**



# Hawkes Bay Happenings...

And so the wonderful summer continues, for the townies at least. You can't please everyone - our grape growers and horticulturalists are rubbing their hands together as they finally get a good season, while the farmers are out doing rain dances. And of course the TR drivers are smiling at being able to leave the roof off for such a long period.

December and January are always busy months for most folk, our beach run to Mahia fizzled out with only 2 cars showing up. It was lovely to see Warwick and Janice Knibb in the TR3 again. Almost too hot to have the roof off. We decided to flag the event and did our own thing.

Waitangi Day was a good excuse to do something so after meeting in Hastings 3 cars (Weirs in the TR7, Ron Robbie TR2 and me TR2) headed south and stopped for a coffee at the Paper Mulberry on SH2. Ron's wife Pam was in bed with a bug, Joy was also unwell, the Bevans were both recovering from ills and Pete & Janet Ashcroft had to head home after making a start to join us. We would have had a very good turnout, but we made the most of our day. So many bugs around in summer. After coffee we continued our drive south ending up at Junction Winery at the junction of SH2 and 50. There we were met by owners John (ex All Black) and Jo Ashworth. Very casual and laid back - we felt like long lost friends. John showed us his Ruggles truck that had just been restored and then we went into their home and sat on the deck working our way through the very good repertoire of wines, with many stories related in between. Some wines purchased and then a relaxing picnic lunch by the tennis court. A nice little mid-week break.



**John Ashworth, the Weirs, Ron Robbie and friends.**

The TR National weekend is always eagerly looked forward to. 5 cars from Hawke's Bay this year plus one from Gisborne (Ray & Lyn Shutler TR4a) one from Pahiatua (Philip & Julie Hoffman TR5) and one from Taihape (Barry & Lynda Wilson TR2) which we include in our number.

Four cars met at Bayview at 9am on Thursday for the trip north - Steve & Maree Bevan TR6, Ron & Pam Robbie TR2, Ray & Carol Weir TR7 and Thomas's TR2. Bruce & Trish Hislop had travelled part way up the day before in their TR2. A mild morning but some ominous clouds above the hills towards Taupo. As we climbed away from the Bay

the cloud closed in, the drizzle then rain started, but not enough to stop our intrepid travellers and as we got closer to Taupo the clouds lifted as expected and temperatures climbed. A stop on the lakefront mobile coffee truck where we were joined by Barry & Lynda and Grant & Bev (TR6) from Wellington. On to Tirau where we stopped for lunch and a bit of Retail Therapy for the ladies. As we passed through Matamata we were joined by Ray & Lyn in the TR4a. We turned off to pass through Tahuna and across to the



motorway into Auckland. Everyone checked in and joined the many happy TRers at registration, catching up with friends from around the country. A free evening afterwards so many people walked into Parnell village and found somewhere to eat - we chose a very nice Thai restaurant called the Blue Elephant.

Friday morning an early start as we battled our way through the rush hour (or hours) traffic and made our way to the Viaduct Basin where we parked our TRs in front of the events centre by someone's new toy, a rather large aluminium hulled launch (ship). It was great to be near so many impressive vessels, both motor and sail including Team NZ's 72 foot America's Cup boat. While the judges carefully examined our cars we were free to explore central Auckland with some going as far as Motat and the zoo. It was a cool day with a strong southerly wind blowing but out of the wind was quite pleasant. From about 3pm cars departed and found their way back to the motel, this time the traffic was much better and it didn't take very long. The evening meal was arranged for us at the Billfish Restaurant at Westhaven Marina. A bus picked us up and took us there. It was still cool outside so as many as possible squeezed inside the restaurant. A good evening of chat and eating.

Saturday morning we were handed a sheet of instructions to get us to the lunch stop. This took us through the Auckland Domain - a real oasis in the centre of the city, up One Tree Hill then on to Titirangi where many availed themselves of the numerous coffee shops. We then took the scenic drive through the Waitakere Ranges with stops at Arataki Enviroment Centre with lovely views across Manukau Harbour. On to Muriwai Beach (no sharks spotted) and the Gannet colony. On through rolling country to Westbrook Winery, our lunch stop. A lovely sheltered spot below the winery building with the cars parked on a slope opposite. A very nice alfresco lunch was enjoyed by all, and some also made it to the winery for a taste of Westbrook's wines. We carried on heading north before looping around to join the motorway and back to the motel. Saturday night dinner was on site as we dressed in our theme of What is Auckland - the Hawke's Bay contingent as Jafas with a bit of Casino decoration. As we arrived and sat at our tables we were entertained by a magician, who managed to fool most of us with his repertoire of tricks. After the main course the trophies were presented for the concours and also the best themed group which went to the Hawke's Bay team, as did 2nd place in the TR7/8 to Ray & Carol and 2nd in the sidescreens to Joy & me with our TR2.

Sunday morning dawned a little overcast and as we followed our instructions towards Maraetai the drizzle started. Fifty TRs and their occupants descended on the cafes there to get out of the rain, leaving the cafe owners a little overawed at the sudden influx. On through Clevedon as the rain got heavier and we decided to forgo the Hunuas and made for Pokeno which was our meeting place.

From there we travelled in convoy to Hampton Downs Motorsport Park where we were to have lunch. The rain was easing off and after parking inside the circuit we watched a couple of interesting races. The rain stopped and the track dried out quite quickly for the TRs to do some parade laps. It is so nice to drive on such a smooth surface with no worry of cars coming the other way, and the pace of some cars quickened for a few laps before it was time to stop for our final lunch.

The final presentations were made as well as the final report of Sherriff Barry who had been keeping his ear to the ground over the weekend for any misdemeanours and fining the guilty party. A tidy sum was collected to be donated to Canteen. Well done Barry, you certainly entertained us. Farewells followed as we headed home or for some it was to take part in the post weekend Tour.

A nice trip home - very hot through the Waikato but cooled considerably on the Napier-Taupo road with more rain on the summit before arriving back in the Bay to a mild and dry evening.

Thanks very much to Alisdair and the Auckland team for a wonderful weekend. We now look forward to what the Wellington team organise for 2014.

After many areas being Officially in drought now, we have a cold snap just to remind us that we are now in autumn. Soon be time to change the oil in the TR and put it away for the winter - Yeah Right.

Safe MoTRing

*Graeme*

The JAFA Hawkes Bay team



TRs at Hampton Downs

# City of Sails Area Report

From November through to March is a busy time for Auckland members, a large number of our annually held events fall into this period and this year we had the running of our National Weekend to top it off.

November saw the running of the 36<sup>th</sup> Isadora Duncan Rally, this has become a tradition and once again was organised by Jan and Marian Hendrix who unfortunately couldn't be present as they had to return to Holland for a family bereavement. However, they left us with a great run which tested our knowledge of local wineries plus the odd driving skill. Some proved to have great knowledge of the wineries but didn't fare so well with the driving skills.

Early December the Auckland Triumph Car Club held their annual Show & Shine at St Heliers on the reserve. This is always a well-attended event with a good turnout of TRs including a number of happy trophy winners.

The Sunday before Christmas, a number of us headed off north to Warkworth on our annual breakfast run. This year to a new venue organised by Nigel Hayman who with the help of some local knowledge chose an excellent spot for us. After an early morning drive we all enjoyed a great breakfast in very pleasant surroundings and then headed home in a good frame of mind ready to face Christmas.

January we were off to Hampton Downs for a day's motor racing. We parked our cars in the centre of the circuit where they formed part of a large display of classic cars while we enjoyed the racing. Arthur Hopkins, our intrepid racer, was there with his TR3. Unfortunately Arthur had to withdraw after a couple of races having been plagued all day with overheating. We will look forward to seeing Arthur back on the track once he has overcome this problem.

February saw the 40<sup>th</sup> Ellerslie Intermarque Concours where we once again had a team entered. Friday and Saturday were days of toil and preparation for the event, when we had a team of volunteers working hard cleaning and polishing the cars. Once again Jan Hendrix made his garage available to us where we could get the cars up on a hoist to give the underside a thorough going over. Marian kept our strength and spirits up by providing morning and afternoon tea plus lunch for us each day. The only problem was it was very hard to drag the team away from Marian's hospitality and get them back to polishing wheel arches. Thanks Jan and Marian for your help and hospitality.

Sunday dawned fine with both our cars looking good for the day, Robert Giboney's sparkling TR6 and Helen Ferner's equally sparkling Doretti. We lined our cars up in the judging circle and eyed the opposition – mainly a couple of teams of Mustangs and a Porsche team both accompanied by at least 20 people wearing white gloves and carrying polishing clothes.



Their antics of swarming over their cars wiping and polishing, even cleaning the tyre treads with a tooth brush were obviously designed to unsettle us - it didn't work and we stood our ground finishing in 6<sup>th</sup> place with a total score 30 points more than last year. So we headed home with a trophy and a couple of buckets of Meguiars products for next year's team.

Once the Ellerslie event was over the pressure was on the organising committee to finalise the planning for our National Weekend. The time flew and the 28<sup>th</sup> February was soon upon us with the first cars arriving for the weekend, but that is the subject of another report.

## *Alisdair*



## **Ellerslie Intermarque Concours**





# Deep South Group

Three months into the new year, where has the time gone? But have we had a good summer, you bet we have. Down this end of the country it's been great. There has been no excuse for not getting the TR out and enjoying our fabulous roads.

The End of Year Tour was the final run for 2012 and as usual it was up to the high standard of other years. Lauren and Peter Watkins did a superb job in the organising of the event and had us guessing most of Saturday as to where we would be ending up. There was a good turn out of 18 cars at the usual starting point, Hopes Car Park. We headed off, down through West Otago and then on through Central Otago to finish up in Wanaka late Saturday afternoon at the Oakridge Resort. A great pre dinner and dinner followed with lots of laughs and tall stories about what had gone on over the Saturday's trip. Peter was in full flight during the dinner and kept us all entertained with his little stories.

Sunday dawned far too soon and in no time we were gathering again in preparation for another day on the road. Peter and Lauren had arranged for those that wanted to visit a local garden and view what could be grown in the Wanaka climate. As an alternative you could visit the local museum and have a look at the cars. Most of us opted for the garden visit which was well worth the visit.

All too soon it was on the road to our lunch stop at the Chatto Creek hotel and the standard of fare was up to its usual high standard. A great week end of motoring, fellowship and laughs.

The annual "Fish n Chip" run kicked off the New Year. This time to Waikouaiti for our fish and chips then on down to the beach to eat them. And guess what? After a great week of warm still nights this one delivered a very cool breeze and certainly was not a night to sit on the beach and enjoy the sun going down, but as they say beggars can't be choosers. We parked up at the local Rodeo grounds, which was more sheltered and had a very enjoyable couple of hours relating our Christmas experiences. As an aside, the next night was beautiful.!

In March, the club had a run up to Wanaka to see the latest addition to the motoring memorabilia here in the south, the fabulous Carole Lombard's 1934 Duesenberg Model J. What a car! If you are in the Wanaka area you have to make the effort to see this vehicle, it's the epitome of American extravagance. And what extravagance, even to a dedicated TR enthusiast it was beautiful. If you would like to find out more about this car, read Classic Driver No 46.

While up at the Wanaka Museum we met up with the several of the Australian TR Register touring group, and caught up with where they had been, what they had seen and where they were going from Wanaka. It was great to catch up with them and it set the tone for our next meeting in Dunedin. From Wanaka it was back to Alexandra for the weekend dinner and accommodation. A great night developed and by all accounts Colin Deaker and Mark McLachlan were in fine form. Unfortunately, it's the old story, "What happens on tour, stays on tour.!"

The following Friday night a group of Deep South Members joined up with Rick Fletcher (Tour Organiser) and the rest of the TR Australia tour group. We were made very welcome and had an enjoyable night getting to know them better and finding out how they do things over in Australia. We hope it is the first of many of these visits both by them over here to NZ and also by New Zealand TR owners going over to Australia. They were driving MX 5s but under the circumstances

we could forgive them. Why do the authorities make it so tough, if not impossible, for car enthusiasts to bring their cars with them?

And that's the news from the south, it's been a great start to the year, both weather wise and motoring wise and all that remains is to look forward to the Autumn / Winter motoring season.

Jane and Trevor



**Fine dining  
(F & Cs)  
at  
Waikouaiti.**

**Would  
swap one  
of the TRs  
for this!**



**Vicki  
putting her  
hand up  
again (not  
sure what for)**

# Wellington Wafflings...

## **Wellington's Loss , Portugal and Tauranga's gain.**

It was a beautiful Sunday in January when Wellington members went for a run out into the country to meet at the Duck Creek Café, Pauatahanui to farewell long time member Mike Cronshaw. Mike has sold up everything including a Porsche and his beautiful green long door TR2 to move to a new life in Portugal . The good news is that the TR will be staying in New Zealand , having been bought by a member in Tauranga.

*(Report from John Hill).*

## **British Car Day 2013**

On 10 February Wellington members again supported the annual British Car Day at Trentham Memorial Park. Weather was typical of our hot dry summer and it was a great day for a sidescreen car. See photo on facing page.

## **Planning Under Way for NW 2014**

Those of us who attended the very successful National Weekend in Auckland returned full of enthusiasm and by the time you read this the organising committee should have confirmed a venue for next year. We are looking forward to hosting you in the capital and working on a programme that will make the most of our unique attractions. Watch this space.

Johnathan

Wellington - "Last Days of Summer" run - bring your TR to lunch at Ohariu Farm on Sunday 28 April for 1pm booking - enjoy a short run to venue with fellow TRers - further details will be circulated.

RSVP to Rob Brettell: [steveb.robbs@gmail.com](mailto:steveb.robbs@gmail.com).

Check out the website for location/menu <http://www.ohariufarm.co.nz/services/brunch.html>



**Wellington members farewell Mike Cronshaw –  
seated at the head of the table**



**British Car Day**







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

With summer being the ideal time for old Triumphs, a scheduled 20th Jan run by the Nelson / Marlborough Classic Motoring Society provided another motoring opportunity. A planned outing from Blenheim to Cape Campbell lighthouse, a picnic lunch, and leisurely return home..... A great chance to travel in company with other classics "of a certain age".

Briefing and departure time rolled around. Some 20 cars had gathered. A varied selection of makes, and models. And it was pleasing to see TR Register member Brent Cameron, of Doretti fame, there, too. But, oh dear, Brent turned up driving an MX5. Muttered something about it being his lady's car, and they were merely giving the Mazda an airing. And so I promised not to let on to "TRansmission" readers of Brent's decision to pass the Doretti over in favour of an MX5.

Cape Campbell lighthouse is a remote but historically interesting feature. In early times, this stretch of coast saw many shipwrecks, and in the 2 years 1845 to 1847, the area around the Cape claimed 18 vessels. No doubt these statistics hastened the erection of Cape Campbell light.

The lighthouse is well off the beaten highway, south east of Blenheim. The drive in, for the most part, on sealed road, but the last stage left the seal and travelled a good number of miles ( TR3's don't speak in k's ) across a rough, very, very, dusty private gravel road. Not the best surface for low slung, open topped, classics. A Healey 100/6 ahead of me bottomed several times on piled gravel, and my TR3A at least once scooped some up on its underbody. Nevertheless, apart from a Mini suffering overheating problems and pulling out, all reached the destination without incident.



Upon arrival, a leisurely picnic in the shade followed a chat with other participants, a look around the light, and then it was time to re-trace the homeward journey.

## ***The What came Next Part.....***

A couple of times I'd heard a knock in the left rear of the car while traversing the rough gravel stretch. Back home, with the car up on axle stands, a good poke around revealed the left rear shock absorber connector link had failed. A check of the right-hand one showed it had already been replaced. It must have packed up earlier. But thanks to the very speedy service of Rimmer Bros, U.K., a new connector link arrived, and was fitted, within 5 days. And so, after the hasty repair, a thorough dusting inside and out, and a good wash down, the Triumph was once again out on the roads of Marlborough. And now, I'm waiting for the next classic car run.

## **NW 2013**

No doubt there will be several articles about the NW2013, but Helen & I wished to just confirm that it was a delightful weekend, well organized and the opportunity to see sights in the Auckland and Northland region that are often missed. The accommodation at the Barrycourt Motor Lodge was superb and the location very central to Parnell (and if you wished, the Prime Minister's home).

The trials of Auckland traffic can be a "put-off", but the organizers were very considered with their route planning and activates, so that we did not become "embroiled" in the challenges of city traffic and they have to be congratulated for their efforts. It had been many years since I had travelled throughout West Auckland and so the Saturday trip to Muruwai, Helensville and back re-confirmed what lovely roads they were and how traffic-free they can be. Equally, the lunch stop at Westbrook Vineyard was most impressive, particularly the lunch itself.

Sunday's run down through the south east parts of Auckland (the coastal route) was also enjoyable and although we had some brief rain, it was "tops-off" motoring for the whole event. Hampton Downs was the venue for the final NW2013 event (lunch) but it was preceded by four laps of the circuit (albeit under the control of a Safety Car).

There were only nine vehicles on the Post Tour, but what an enjoyment it was. We often forget the delights of places like Matakana, Tutukaka, Russell, Paihia and Kerikeri, but the area is steeped in history and the views and roads were superb. Again it was "tops-off" for the whole event and we could not have hoped for better weather.

Helen and I departed on the morning of Wednesday 6<sup>th</sup> March to work our way south. We stopped at Cambridge on the Wednesday night and then decided that the Thursday run would be "random". All in all, we covered 430 mile on the Thursday and worked our way down to Tokoroa, back across to Te Kuiti (you just have to drive SH 30 sometime) and then down through Taumaranui, through the Parapara's to Wanganui and finally we arrived at friends place in Levin. Friday was down to Wellington, where we caught the Ferry across to Pitcon and finally arrived back in Nelson at about 10pm (due to a delayed ferry departure).

Our TR7 ran superbly, but the "icing on the cake" was to win the Concours de Elegance for the TR7/TR8 Standard class. It was most unexpected, but nonetheless we were delighted to have done so.

Finally, it was a great 10 days of TR's, fellowship, friends and wonderful motoring. We didn't have the top on the car once during the whole period, so we cannot complain about the Auckland weather, ever again. A special thanks to the Auckland organizing committee for the NW2013 and to Frank & Ann Cleary for the Post Tour.

Bring on Wellington 2014!

***Terry & Helen Byrne***

# The Registrar Reports...

## The Mysterious TR2 Speed Models - Part 3

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

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

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

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

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

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

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

Barry and Shane are now well under way with a rebuild, and have been able to confirm some unusual features on the car. For instance there are holes (complete with

large PK screws in the chassis and under the body sills) which indicate that an undertray was fitted at some time. It has an aluminium bonnet, and an aluminium centre dash panel. The rev. counter has no red line – apparently as with other factory rally cars and special order cars.

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

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



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

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

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

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

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



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

***PTO for part 4 of this fascinating story***

## The Mysterious TR2 Speed Models – Part 4

This saga moves ever wider. After our last episode, recently-rejoined Register member Peter Kissell (TR2) from Invercargill contacted me to say that as an apprentice motor mechanic he could remember TS612-O, when its owner Doctor Paul called at his garage in Invercargill for petrol.

However, he was also able to put me in touch with a good friend of his wife - Doctor Paul's daughter, Judy! I then received an interesting email from Judy's brother Rob in Canada. (It's a small world...)

Rob says: *I was delighted to see TRansmission's copy of the invoice for TR2 Speed Model TS612 (copied to me in Canada by my sister). It bought back some early memories as Alan Paul, the original owner, was my father and a keen motor enthusiast. There was a delivery race between the TR2 and my brother to see who would arrive first (Mick won by 7 days).*

*There should be car club records somewhere on various race results for A H Paul and the TR2, (Dunedin 1954/5 and Invercargill 1955-59ish.) He competed with the TR2 in car club events including Teretonga racetrack, hill climbs, etc. I seem to recall that Dad's efforts to lighten the car as much as possible for events included making a fibreglass boot lid.*

*The TR2 was the only car in our one-car family, and by 1956 there were five kids, so it was a bit of a squeeze to get everyone in, and possibly a bit trying for the adults on longer trips like going for summer holidays to Wanaka area.. You could jam 3 kids behind the seats, another sitting on the tunnel between the front seats, and Mum carrying the baby, and there was a trailer hitch for towing the home-built trailer and boat.*

Judy confirmed her Dad's passion for motorsport, and even sat in the back of the car while Dad practised his flying ¼ mile runs. She also found some photos of the car, which tell their own story.

The first picture shows the car complete with spats (note what appears to be an ultra-rare Allard P in the background). The second has her younger sister holding a certificate, and the four trophies on the bonnet from a successful season of racing in the 50s.

Later pictures show the ravages of time and competition on the aluminium stone guards on the rear wings, which are rather moth-eaten. This ties in with the condition of the tubular chassis outriggers as found by Barry Wilson during his current rebuild of the car.

Barry is at present concentrating on completion of his Triumph Gloria Six, and Shane Taylor is working on the TR body. May their enthusiasm long continue, so we can soon see this rare beast 'on the road'.

A sad footnote: Peter Kissell passed away in February, just days after recounting his memories as above.....

# Kevin Tinkler





# 2012 REVISITED

*Below are reports on two trips that took place late last year which didn't make it to print in the December Transmission as deadlines and volumes were tight. Hopefully you enjoy reading them and, for those that attended, recalling the fun you had all that time ago .....*

## **36<sup>th</sup> ISADORA DUNCAN RALLY**

On a sunny Auckland Sunday, 10 cars (8 TRs and the odd jappa) gathered at the Sunken Gardens in Cornwall Park for the start of this traditional event. Planned by Jan Hendrix (who unfortunately had to fly to Holland for his father's funeral) and on the day run by Alisdair Keucke with a bit of help from Robert & Stella, this was another successful event on the 36<sup>th</sup> occasion that it has been held.

In a great style, true to Jan Hendrix, there were a few odd twists that nobody had encountered before. At the start each team were invited to throw a pair of fluffy dice out of their car onto the ground. The resulting score was then used to determine the number of revolutions of a front wheel. They then had to drive forwards from where they were stopped. Sufficient to say not many people have any idea how far their car moves for one revolution of a wheel!

From Cornwall Park the entrants faced a challenge of answering a number of questions about some of the twenty West Auckland wineries, questions Jan had carefully chosen so they could only be answered by driving to the winery (none of that park somewhere in the shade where nobody can see you and look it all up on Google with your smart phone stuff!). There was also a set time allowed from when a car started until it was to be at the finish.

At the finish drivers faced another challenge. They were faced with a short picket fence and instructed to drive up to it and stop with their car 200mm from it. There were quite a few versions of 200mm ...even up to around 500mm delivered to the measuring team of Robert & Stella (see photo next page).

Lots of fun and everyone enjoyed the event and Ken Burton with his shiny TR250 demonstrated his good knowledge of the Western suburbs by visiting 17 of the wineries.

The event finished with lunch at the Brigham restaurant at Whenuapai. This is an excellent spot for a Sunday lunch with good food, service and value.

See you all next year

## **THE DEEP SOUTH END OF YEAR TOUR.**

18 cars lined up at Hopes Car Park for the 2012 End of Year Christmas Run. This is always a mystery tour so there was a lot of speculation as to the destination for Saturday night. After the usual briefing it was off down the road to Kaitangata, our morning tea and a rest stop. Up to this point the weather was not the most pleasant but it was starting to brighten from the south and talk of putting the tops down was starting to gather momentum.

From Kaitangata it was up through West Otago and the Rongahere Gorge. This is a great

motoring road with the mighty Clutha River on one side and the Blue Mountains forest on the other. After turning onto the Main road it was left at Raes Junction passing through Edievale and Moa Flat and down the scenic road to Ettrick. The views from this road out across the Clutha Valley and the Lammerlaw Range are to die for. From Ettrick it was up the main road and through Alexandra to Galloway for lunch in the garden at Trail View Lodge, one of the new accommodation places that have sprung up as a result of the Rail Trail. Lunch was a very leisurely affair as the sun was now out and it was getting hotter by the minute, as only Central can. These picnic lunches are great but trying to get people on the road again can be quite difficult, everybody is enjoying themselves and don't want to move.

All good things must come to an end so it was back in the cars and on the road to Wanaka and Oakridge Lodge, our destination for the Saturday night. After unpacking and doing the usual running repairs that always seem to plague a TR run it was over to the Bar / Pool for a bit of stress relief prior to dinner. Dinner developed into the usual evening of fun and hilarity, with Peter and Lauren Watkins doing a fine job of being our hosts for the evening. All too soon it was time to call it quits and it was a very happy if noisy group that made its way back to the rooms to catch up on some beauty sleep.

Next morning dawned far too soon and after breakfast a photo session was organised on the forecourt of the motel to show off the fact that we had one of each model TR in the group. (See Cover photo in last TRansmission).

From here it was down to the town to visit the Stuarts' Garden, one of the show gardens in the Wanaka area. If you are in Wanaka, it's well worth the effort to go and see these gardens (32 Warren St) you won't regret it.

As we had spent more time than we had allowed for, part of the Sunday morning drive had to be shortened so instead of heading over the Crown Range we went straight back down the main road to State Highway 85 and the Chatto Creek Hotel for the end of tour lunch. A fitting place to end a great weekend.

Our sincere thanks to Lauren and Peter Watkins for organising a fun filled and enjoyable weekend.



**Stella Johnston with the infamous picket fence - see article P36**

# Spares News...

Hope you've all had a great summer of fun motoring with the TR performing brilliantly. Now as another summer of 'wind in the hair' motoring draws to an end it's time to start planning for the winter evenings or weekends in the shed doing a few repairs or major upgrades to make the mighty TR better for next summer. TR Spares is here to help with a great range of spare parts with new items being added all the time plus the Indent Order service for the parts we do not carry in stock or those larger parts needed for your restoration project.

A popular upgrade for all TR's is the oil filter conversion kit. This takes the new style canister filter that makes changing of the oil filter so much simpler and cleaner. No more spilt oil or leaking seals from the old style cartridge filter. The main advantage is in the way that it keeps the oil filter primed on the TR5 and TR6 models. The old style cartridge element allows the oil to drain back onto the sump when standing, then on start-up there is a delay in building up oil pressure to the all-important bearings while the pump primes the cartridge filter, causing unnecessary wear and tear to the crankshaft.



This conversion kit allows the canister-type filter to hang vertically, preventing the oil from draining out and assuring almost instant oil pressure to the motor.

This conversion kit is easy to fit and comes with full instructions. Available for:

| Model             | Conversion Kit & Filter |
|-------------------|-------------------------|
| TR2 – TR4A        | TT108691 – GFE166       |
| TR5 – TR250 – TR6 | TT1286 – GFE227         |
| TR7               | TT1586 – GFE173         |

One of the weaker points of the 6 cylinder motor was the lubrication to the rocker shaft & valve gear. Luckily there is an easy fix to overcome this problem – a kit (#TT1226) with a flexible hose that runs between the oil pressure switch

on the block and an oil gallery in the head, taking the oil directly to the rocker shaft. Quick easy installation, with all parts supplied, this kit will give big returns on long life to the valve gear.

But... if you have left this upgrade too late and the 'tap, tap, tap' from the valve gear can't be adjusted away because of a worn rocker shaft, we have replacement rocker shafts available as well.

The '**Triumph Tune Performance Manual**' is a 'must-have' publication that all TR enthusiasts should not be without. It gives upgrades and options available for both standard and modified vehicles with details on engines, suspension, brakes and much more, including maintenance information. Also included are details on a TR7 V8 conversion, as well as background history covering all models of Triumph from the TR range to Spitfires and Triumph sedans. It is now out of print, but the TR Register NZ is lucky to still have some left, so get yours now while stock lasts. Great value at \$12.50 plus \$2.50 post and packaging.

Free 'Moss Parts Catalogues' are available for all TR models along with the current list of parts stocked by the TR Register. When you are ordering from either local stock or items on indent, be sure to have the part number of the item you want available to ensure you receive the correct part.

To receive your free Moss Parts Catalogue and TR Stock List, or for any other parts enquiries, contact TR Spares – e-mail: [spares@trregister.org.nz](mailto:spares@trregister.org.nz) or phone Kevin Glover on (09)625 9428 after hours.

**Kevin**

***Much of New Zealand still needs more rain.....but not all at once.***

***A senior meteorologist was searching for a specification which could be used to order rain at the desired rate and, after an exhaustive study around the world, settled on "Rain at a rate that the windscreen wipers of a Triumph TR could cope with at 30 mph ..not more nor less"***



# *TR250 – 2,500 miles*

## *- Two rallies in two weeks!*

We were lucky enough this year to participate in two rallies, both starting in Auckland, and within a week of each other!

The Great British Car Rally had been eagerly awaited for 15 years! First run in October 1997 as The Link Rally and organised by the then British High Commissioner and his wife, this year's rally was backed by the current British High Commissioner, with the assistance of the original rally director. Steve set out on his first journey to Auckland on Thursday 15 February, joined by Rob at the airport the following day. 1200 Harley Davidsons also hit town that weekend and many of them joined Steve on the motorway, completely surrounding him (giving the TR the cool finger flick of approval in passing) as the bros headed north – blocking every exit to the airport until it was too late and Steve was in Greenlane!

Flagged off from the Domain at noon on Sunday 17<sup>th</sup>, we were due in Tauranga by 4pm, squeezing into a public display on The Strand to be welcomed by the mayor and treated to afternoon tea. A good turnout of locals provided a party-like atmosphere which continued into the evening as rallyists selected their outdoors-restaurant of choice – overlooking the harbour and surrounded by British cars.

Day Two: Tauranga to Gisborne via Whakatane for lunch and another British car parade on the waterfront. The afternoon stage saw us enjoying the beautiful scenic route of the Waioweka Gorge. Beauty was quickly forgotten, however, when nearing the summit a sudden graunching sound filled the air necessitating a hasty layby stop around the next corner, where we discovered the rear exhaust bracket had broken. We were quickly joined by a Vauxhall Viva SL90 (nippy little thing!) plus a Jag, and lots of sympathetic toots from those who followed. Our Vauxhall knight-in-shining-armour made short work of emptying his boot onto the road and producing exhaust tape for strapping up the muffler using the rear bumper. Continuing into Matawai for a much needed ice-cream break (in '97 it was a lager break!) we appealed to the sympathies of the local farming outlet who came to the party with some very useful number 8 wire : ). (Henceforth we and those around us vowed to always carry that useful little number in the tool kit!) Cruising into Gisborne around closing time, we quickly found the local muffler expert who immediately stopped what he was doing and guided us onto the hoist and within 45 minutes we were fixed up and on our way again.

While we enjoyed a night off staying with friends, others (including TRers Warren and Jill) enjoyed an interesting evening on the town in the company of journos Sean Plunkett (driving a 2004 Range Rover) and Mark Sainsbury (1970 Bentley Corniche) – Sean's account of the rally in the DomPost (23 Feb) affirms his enjoyment, and yes, he would do it again.

Day Three: Gisborne to Napier via the long and winding bone dry hills, encountering half the trucking population of NZ on the way (please get the railway working again!) Parking at the Soundshell, with the surrounding area of Marine Parade closed to traffic, we were educated by Art Deco spokesman Bertie, welcomed by the mayor, entertained by the Twin City Stompers jazz band, and royally treated to drinks and copious snacks courtesy of the majestic Masonic Hotel. Later that evening I googled the rally to see what sort of coverage we were getting – imagine our complete surprise to see the accompanying photo!!



Day Four: An early start to arrive at Mangatainoka for morning tea at Tui Brewery where they served the best jam & cream scones of the rally. Much fun was had with the magnetic Tui's billboard, including reference to the recent speeding ticket collected by British High Commissioner Vicki in her "DC1" Jaguar (along with several other Jags) - she had already come clean and doubled her ticket money to the rally charities.

Masterton welcomed the convoy of approx 180+ cars into their main street where we parked two-three deep, bumper to bumper along the length of Queen Street at lunch time, with three bands providing music with a strong 60s feel - great turn out, although meltingly hot in 30 + temps!

Next stop Wellington and home, with time to pick up the cat, shower and change, and bus to the Beehive for the Parliamentary Reception on Wednesday night. Another great opportunity to meet up with new rallyists and share on -road experiences over the past few days.



With the Auckland Nationals just a week away, we left the rally at Wellington and farewelled those travelling to Christchurch for the rally finale in Hadley Park on 22 Feb, the second anniversary of the earthquake.

Out of approximately 150 - 180 cars on the rally, we numbered just five TRs - ourselves (TR250, from AKL to WLG); Warren and Jill from Whangarei (TR2, AKL/WLG) ; the Joliffe's from Kapiti (TR4A, Tauranga /WLG); the Shutler's from Gisborne (TR4A, Gisborne/WLG); and the Snelgrove's from Wellington, (TR4A, WLG/CHC). Local cars participated in the parades at each destination and we were joined by a bright yellow TR4 in Napier.

Examples of other cars on the rally: the BMW Isetta (Bubble car 295cc single cylinder) made an impressively quiet statement by simply making it to each destination – it was built in the UK and so qualified to enter (see it in photo below); a 1950s Allard Roadster; Austins to Zephyrs; and plenty of Jags, with a fun trip through winding hills to Napier for a little TR250 riding hot on the coat-tails of a XJS convertible and four E-types : )

If you ever have the opportunity to join the Great British Car Rally – try it, it's great fun and you meet heaps of wonderful cars and people!

*Rob and Steve Brettell*



# TRansactions

## 1968 TR5 PI (photo right >>)

Red, Surrey, Soft and Hard Tops.  
Sold new in NZ by TR Taylors who were  
Triumph agents in Dunedin. The car has  
stainless wire wheels, overdrive, is a  
very tidy car and delight to drive.

Personalised Number Plate as per  
photo. The TR5 is the rarest of all the  
TRs now. I have owned the car for 13  
years and have maintained it well.

Jim Wilson  
E-mail: [jtsdw@xtra.co.nz](mailto:jtsdw@xtra.co.nz)  
Ph 03 2179698 or 0274777496



## 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

## 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](mailto:neil99@orcon.net.nz)

# TRansactions

## TR2/3/3A parts

Lucas horn Push/indicator - most of the internal workings, including the horn push and spring, contacts, base, trafficator switch and lever and plunger rotor, cam, pawl and spring.

Gearbox Dipstick

Bomb Type starter motor, has been welded but OK for parts.

Bob Birdsall  
07 8647223

[<jandbbirdsall@clear.net.nz>](mailto:jandbbirdsall@clear.net.nz)

## TR3a Badge bar and Chrome Grab Handle

My wife wants her towel rail back, so hoping you can help.

Bob Birdsall  
07 8647223

[<jandbbirdsall@clear.net.nz>](mailto:jandbbirdsall@clear.net.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)

# WANTED

## TR3A hardtop brackets

TR2/3/3a Hardtop mounting brackets, prefer complete kit including windscreen brackets and cockpit capping pieces, but consider anything. Also want aluminium drip channels for hardtop.

Please contact: Pete Drummond  
phone 027 2218698 or 03 3841807  
[peterdrummond@radionetwork.co.nz](mailto:peterdrummond@radionetwork.co.nz)

## TR6 Exhaust extractor with twin outlet

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

## TR6 carbie system

Inlet manifold and twin 1 3/4 inch SUs or what have you to replace PI injection 71 TR6

Mobile Brendan  
021-025-67008  
email [bhamnz@gmail.com](mailto:bhamnz@gmail.com)



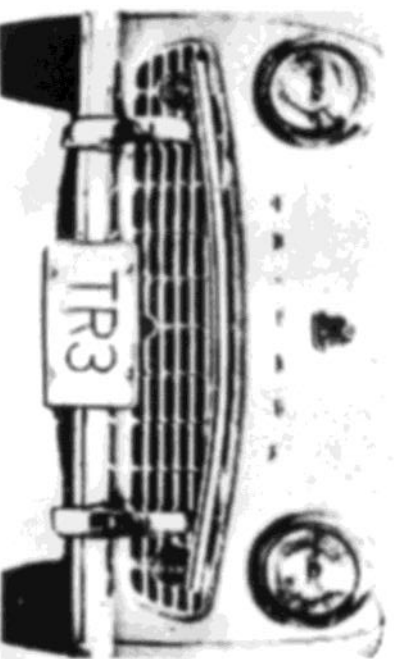


Neat photo. Warwick Protheroe's TR6, near Collingwood, Golden Bay.



Ellerslie Intermarque Concours

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