

TRansmission

Official Magazine of TR Register of NZ

#155 June 2013





Canterbury and Deep South members in front of Benmore Dam - stories pages 8 and 19



Wylie and Sue Evans' TRs on duty at their daughter's wedding

TRAnsmiSSion

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FRONT COVER

A cracker photo (thanks John Jones) of a group of beautiful cars in an even more beautiful setting, on a perfect day.

C'mon Spring.

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



So, the official first day of winter has just gone by, the international rugby season has started and the TR fleet has been put to bed until spring. For some it's time to decide whether to spend a few cold evenings in the garage communing with the TR or sitting cosy in front of the fire with your better half. I know what I would prefer to be doing but do you? Best not to answer out loud. Being winter the classic car scene is little slow and it's heartening to see that our groups continue to have monthly events happening.

During May the NW13 organisers visited "Canteen" and presented \$1033.00 raised for the charity. We were shown around the centre, met some of the young ones and were able to explain to them what the Triumph TR marque is. The donation was gratefully received and posted on the Canteen Facebook page that day (you can see a photo of the cheque presentation on the inside back cover)

Ann and I have booked to attend the TR Register Australia National Concours over the weekend of 19/20 October in Echuca, northern Victoria. Another New Zealand couple are also attending and it would be wonderful to see a few more of our members joining us. TR historian and author Bill Piggott is scheduled to be present and you will find the details of the weekend together with the after event activities in the days that follow on their website.

New Zealanders are renowned for travelling and our members are no exception. I am aware that the TR Register NZ will be represented at both the TR Register International in the UK during August together with the TR European meeting in Norway during September. If you are planning to visit any International events the Register can provide you with window decals and the like to hand out or trade with like minded people.

Each year the Ellerslie Concours event organised by participating clubs is the premier car display in Auckland. Alisdair Keucke has been our representative on this committee for a number of years. 2013, being the 40th year of the event, was particularly successful. As a result

of Alisdair's effort the Register has again benefited by receiving a distribution that will contribute to our operating budget this year. Thank you Alisdair for your continued contribution to both the Ellerslie Concours and the TR Register.

Kevin and Glenis Glover are following their dream and are heading into the sunset, in style, in their very comfortable campervan. Sadly there is no room for the spares to trail along behind. While in Kevin's care he has added considerable value to the spares service and on behalf of us all I extend our thanks and wish them both well as they explore New Zealand.

So, we are looking for another member to step up and take on this rewarding task, there are several options available some of which will see Kevin remaining in the background. Don't be shy, if you are interested and wish to find out more about this role please either contact Kevin or myself, you know you want to. The intention is to have a new person in place during August to enable Kevin to conduct a hand over and provide support. See Page 7 of TRansmission for detail.

The spares service is a key aspect of the Register operation and I ask if you would give this request the serious consideration it deserves.

I look forward to being inundated with enquiry.

Frank

EDITORIAL TEAM *TALK*

Welcome to the winter edition of Transmission.

In the editorial neck of the woods, we can see a strong need for a 4WD Triumph, some days fitted with chains and some days with at least an 500mm wading depth!

But then we wouldn't have the eager anticipation and enjoyment of the occasional fine, 17deg winter day, would we.

Hopefully, wherever you are in our lovely country, you've had some TR time.

Clearly there has been a bit of activity in the regions, and you can read all about it in the various reports. Our intrepid international reporters, Graeme and Joy Thomas, bring us their Hawkes Bay report all the way from India. The forms of transport and the road rules are a bit different there, according to our team.

It's a pleasure to profile the excellent results of President Frank's endeavours in restoring his Dove. Well done Frank. See "A Dove's Tale", which starts on page 24.

We may harp on about it a bit, but please remember that the success of Transmission depends on the stories and photos we receive from all members of the NZ Register. So we are really keen to hear from you about your restoration, your mechanical discoveries, or your latest travels in your TR. In fact, anything TR related.

And thanks from all readers to those who continue to contribute regularly.

Stephen, Trevor, & Brian

TR Register National Weekend 2014

Wellington, NZ

Thursday 27 February - Sunday 2 March 2014



Planning is progressing well for the National Weekend 2014 in Wellington. Accommodation has been confirmed with 60 rooms pre-booked at the Brentwood Hotel, Kilbirnie. Further booking details will follow - watch this space.

For the Mainlanders, you might like to book your ferry sooner rather than later - normal TR subsidy applies upon registration (\$50 discount on registration fee).

Contrary to a certain politician's recent opinion, Wellington is very much alive and well and we are looking forward to welcoming you all here to **The Coolest Little Capital in the World!**



We'll be back in regular contact - just ensure this date is in your calendar NOW.

Until next time
The WLG Team

Spares News...

SITUATION VACANT

Spares Guru / Stock Controller

You may be aware that Kevin Glover (our current Spares Guru) is stepping back from the role in October. After many years of sterling service to Members, he's off to drive his Motor-home the length and breadth of NZ for a couple of years. (If you get stuck behind him, remember to give him a friendly wave!)

So – the Register is seeking a new volunteer to help with spares orders and distribution. If you have some spare time, can tell a widget from a gadget, are keen to help Members keep their TR's mobile, then we need you.

The spares are currently stored in Hillsborough – and this could continue. However, the role does not need to be based in Auckland – and if you don't have storage space, then the Register can rent space for you.

Give it some thought – the spares operation is a key member benefit – you could be helping all members.

If you have a passing interest or want to know more about what is involved, email spares@trregister.org.nz or give us a call.

Kevin Glover – 09 625 9428 a/h

Ian Harris – 09 521 0794 or 027 548 7122

Frank Cleary – 09 410 9525

Canterbury Tales...

Here we are, one day away from the shortest day, as I write this. It's rumoured that we are going to have a long cold winter and it may be true. We are waiting for the snow to arrive in Canterbury today or tomorrow, and the plummeting temperature and persistent rain we have had over the past week supports the thesis. It seems an age since we were wheeling through the long, empty roads of the Canterbury plains, or wending our way through the snaking roads of the hills and mountains on our doorstep. The warmth of the sun beating down made the cooling wind from the driving a welcome addition. Well, as of this Friday we start the climb back up to those longer days, at least. Let's hope they have it wrong about the length of the winter.

In the past three months there has been pleasure and sadness for the Canterbury Group. We have maintained our monthly social gatherings around the Christchurch and greater Canterbury region, where we travel as far south as Rakaia, and as far north as Leithfield for our Wednesday 'get togethers', in the summer at least.

We completed our 'Change of Season' run with the Deep South Group to Otematata in mid-April. This was essentially a repeat of the previous year's activity and although we drove the same route and stayed at the same venue, the weather, the empty roads, the unbeatable scenery and the company (and cars of course) more than compensated for any sense of déjà vu. To help spice the trip up a bit, the Deep South Group put together a quiz for the drive, and came up with a couple of games to play at the motel on our arrival. Picture a bunch of happy TR drivers, milling around at the back of the motel overlooking the golf course, their parched throats well lubricated after unloading their cars. What is more natural on a golf course than a chipping contest to see who can get closest to the pin? This was vigorously and well subscribed and proved enjoyable. Perhaps more interesting though, was the other contest running in parallel which was even more fun; this was a potato tossing contest, again to see who could get closest to the pin. What a laugh, and what a great way to get people interacting with each other.

We had a short car run for the Canterbury group in May. We drove up to Mt Somers, near Methven, stopping for lunch at the local tavern. It's a pretty little place, famous perhaps for one of the Topp Twins living there. Sadly, the weather was atrocious with steady rain and cold to boot. Few TRs were brought out in the rain, with three only of our 'hardy' members deciding to put the drive ahead of getting their cars wet. The Mt Somers Tavern is a classic Kiwi country pub, whose décor is somewhat





Down to business



Oops – Sue and Kay, too much bouncing around

dated, but whose hospitality and value for money is outstanding.

Sadly, since our last report we have lost one of our stalwart members. Ron Brooking passed away in the early hours of an April morning. Ron had been fighting cancer for six months before his passing and to most people, would have appeared in normal health. However, in the last few days before the end he deteriorated very quickly. Ron was an unassuming guy who loved his cars and was generous with his knowledge. He was a solid member of the Register and he and Christine put a lot of work into securing and running our Ruapuna Track event at the Nationals in 2012. Ron's funeral was held in Rangiora on Friday 12 April. Several members of the Canterbury Group attended and parked their TRs near the Funeral Home entrance, in accordance with Christine's wishes.

A couple of our members have been engaged in repairs in the last few months, the details of which may be interesting, as they both involve TR6 gearboxes. I think both forays into the gearbox started with overdrive units being removed for repair or rectification of problems; and hey, while you have the box out you might as well have a look inside as a matter of prudence. Both gearbox internals showed damage that was not insignificant, requiring parts for repairs. The interesting thing is that nothing was evident to the drivers while driving the cars. This kind of thing is known as incipient failure and is why an inspection of mechanical things, at some interval, is well worth it. It avoids catastrophic failure.

Lastly, our next social evening is on 26 June, we are looking forward to a road trip to Kaikoura on 6 July, overnighing at Donegal House (mmm Guinness), and I want to report that the Canterbury Group is collectively awaiting the arrival of perhaps its youngest member (a bit tenuous) in the form of a new baby to Neil and Shaye Teika, due next month too. We wish them well with the birth.

Happy driving everyone.

John and Denise

Waikato Wanderings



April was a great month with a gorgeous sunny day on the 7th for the annual Te Awamutu Classic Car Show. A great showing of TR's got plenty of comment and interest from our local newspapers car journalist with President Frank and his Triumph Dove stealing the show and featuring in the Driveby section of our local paper. Special thanks to Alisdair, Frank and Jan for joining us from Auckland, and also to our very keen Waikato members that travelled from Rotorua, Taupo, Tauranga and Katikati to help us put on the display and enjoy the day.

Our next big run is Sunday 16th June organised by Rocky & Rebecca Fiske to explore Tirau to Rotorua with many interesting bits in between with a visit to their Triumph collection at the end of day. Report on this in next Transmission.

Steve entered the Morgan in the Ron Roycroft Trophy at Hampton Downs in April and had a great time. It was great to see a TR contingent had arrived to spectate and enjoy the day.

Our monthly Noggin's continue to go well, especially in this colder part of the year where the weather isn't great for taking the TR out. The Grope sock (it's a clean one they all claim!) is often an opportunity for much hilarity and we do get some strange looks from the pub staff at times whilst intense 'groping' is going on....

Marianne Marshall gave us all quite a scare recently with a lengthy stay in hospital (she is home now). Flowers were sent from the TR Register and we are all hoping for her continued speedy recovery so that we can have her out and about soon.

In the TRIX workshop at the moment is Merv Thorburn's TR4 and Ian Macpherson's TR4A with Ian's most recent addition, Dolomite Sprint dropping in for a little fettling. Tim Bradshaw's TR4 has returned from the painters and Tim no doubt will be flat-tack getting it finished in order to enjoy it this summer with his family.

Seeking new Group Leaders for Waikato/BOP - After much consideration Steve and I are giving notice that we will be not be standing as Waikato/BOP Group Leaders at the next AGM (November). We have very much enjoyed promoting events, being contacts for the TR Register and encouraging members to make the most of the great events and services the club has to offer.

After hosting three Nationals, numerous events and many years of gatherings, it's time for someone fresh to take on the role while we take some time off. We certainly have found coordinating events and keeping in touch with TR people very rewarding, and have enjoyed meeting and helping fellow TR owners over the years. If you would like to know more about the role, do contact us at waikato@trregister.org.nz

Cazna & Steve

Hawkes Bay Happenings...

This edition, a road report from our Indian correspondents, Graeme and Joy Thomas.....

Not much has been happening in The Bay since the last Transmission. No organised runs, but a couple of Club Nites supported by the usual few.

Joy & I have been away to India and Sri Lanka and have recently returned to the coldest day The Bay has had after temperatures on our trip up into the 40s. What a land of contrasts India is: from the beauty of Taj Mahal to the very public scenes of death in Varanasi, from the palaces of the Maharajahs to families living under a sheet of plastic, from the beautiful smells of the spice markets to the stench of the back streets of Varanasi that had you almost retching, and from the chaos of the Old Delhi Bazaar to the tranquility of a farmstay at Vagamon.

The variety of transport is amazing, cycle rickshaws, donkey carts, horse and cart, camel carts, bullock carts, tractor and trailer, tuk-tuks, motorcycles, vans, cars, trucks, buses, and these are all for transporting people. And how they cram them in. Four people on a motorcycle is common with only the rider wearing a crash helmet, and I think we counted 15 in a tuk-tuk which we would fit 3 in.

The roads appear chaotic with vehicles going in all directions, overtaking into oncoming traffic but after our six weeks it all appeared normal and IT WORKS! It goes something like this - as you come up behind a slower vehicle you move out to the centre of the road but don't move along side until you assess what is coming towards you. If it is a motor cycle, tuk-tuk or car it will probably move to the left and give you room to overtake. The drivers don't appear to hurry and just slowly move past, once they are about three quarters of the way past they start to turn back in and the overtaken driver is responsible for avoiding hitting you. If you see a bus approaching you pull back in very quickly - these appear to be King of the road and should not be tangled with. They are quite high off the road and sway alarmingly as they swerve in and out of the traffic. We saw many with the telltale signs of an unwell passenger on their sides below the windows. We had no desire to travel on one. The only aircon was the open or non- existent windows.



Get the balance right!

Amongst this chaos of vehicles in the cities are also the pedestrians - the advice to us was when you are crossing the road don't move suddenly, just go slowly (yeah right) as this gives drivers/riders time to move around you - and this worked too!

The roads and motorways outside the cities are of mixed quality. In Rajasthan many were in poor condition with trucks laden with huge rocks or steel, very much overweight giving the road surface a real pounding. These trucks are limited to 40 kph on the open road, vans and buses to 60 and cars to 70. This makes it interesting on the motorways which are mostly two lanes each way. The trucks tend to travel in the righthand lane (fast lane) at their 40k as you come up behind them you toot and then move to the left to pass, but you have to be very wary of what might be in the left lane - another truck or a tractor and trailer or a camel or donkey cart, so there is quite a speed differential. There may even be a vehicle COMING TOWARDS YOU!! Yes, as the motorway has a median or barrier down the centre vehicles that come from a farm or small village on your side drive in the direction they want to go until they find a gap in the median to get to the correct side, sometimes they are in the fast lane and occasionally they have headlights on to warn you.

Tooting your horn is an ongoing process, not through anger but to warn other road users you are there and probably want to overtake.

The roads were much better in Darjeeling and also in Kerala in the south of India - almost a different country.

We didn't see many old cars in India apart from the Ambassador which is a copy of the old 1950s Austin and made until recently - some were in extremely good condition, particularly those belonging to the armed forces. There are also many Royal Enfield motorcycles to be seen. We did visit the Mahara-jah's collection of cars in Udaipur, his prize vehicle was a 1920s Rolls Royce which had won at Pebble Beach. He also had a Triumph Herald convertible that was badged as a Standard. Most of the other vehicles were Mercedes Benz dating from the 1950s through to 1980s.



Common in India - the Ambassador

Most vehicles are quite small with the Suzuki Swift and van being very popular. After a few weeks these didn't look small any more and in fact sometimes the vans appeared to be Toyota HiAce size. In Darjeeling where it is very mountainous, most of the taxis are older style Toyota Landcruisers or similar Mahindras and it is amazing how many they fit in those - they are run as a share taxi.

Road building and repairs are very labour intensive - why have a machine when 30 men (and women) can do the job. No sign of Mr Osh around there. In Darjeeling on the hill roads in town they have rows of stones about 20 cm apart in the bitumen to aid grip when it is icy. We saw them resurfacing some sections of road - there were 4 men with wheelbarrows bringing the bitumen to the repair section, another 6 or so spreading it and 4 putting the stones in, two placing a marked stick on the seal and two placing the stones.

It is certainly a very interesting country to visit, not the easiest we have been to but the people were very friendly and the food fantastic. We didn't find it toooooo spicy and the vegetarian food in southern India was probably our favourite. Yes we got the 'Delhi Belly' after about 7 days but it only lasted about 36 hours and from then on after we changed to vegetarian food we had no more problems.



Girls on the "school bus"

Sri Lanka was quite different in that it was more westernised, although traffic in Colombo was chaotic. It took us 3 hours to travel across the top of Colombo to Negombo which was about 35km. They are building a motorway from Colombo to Negombo, but that will only pour more traffic into Colombo more quickly and so increase the problem. Outside of this capital city the roads are very good and the countryside very lush with a lot of rice paddies and vegetable farming. In the high country they of course grow tea.

So now we are home and settling in to the long winter months ahead. We are looking forward to the TR Midwinter get together in Taupo in July.

Until next time

Safe MoTRing

Graeme

IS YOUR CAR A SURVIVOR ?

Set out below is a remit that was submitted to the NZ Classic Car Weekend Annual General Meeting.

As the remit was approved, there is now an official "Survivor" class by which classic cars may be judged.

Introduction of a "Survivor" class

Remit

It is proposed that an additional class be introduced to the Intermarque Concours d'Elegance alongside the Teams event and the Masters Class event. The new class would be called the "Survivor" class.

To widen the appeal of the show, to recognise the special qualities of original (unrestored) cars and to encourage owners of such cars to compete in the event and preserve their vehicles.

It is envisaged that this class will have a separate judging system to the other classes in the Intermarque Concours d'Elegance and therefore cars in the Survivor Class will not compete with those in the Teams Event or Masters Class.

It is proposed that the exact details of the judging rules would be developed in consultation with the judging team but they would have a higher emphasis on age, originality and history than the other classes.

The background to this proposal is described below.

Background

"A car can be restored many times, but it is only original once". Cars, unlike other collectibles, are used and therefore wear with time.

An admiration for original finishes and the patina of time is developing among collectors of classic cars, an appreciation for cars that have been well preserved through the years rather than restored to showroom (or better) condition.

This class will be for unrestored, unmodified, well preserved cars with patina and nostalgic qualities.

What is Patina?

Patina can be described as a "tarnish" on items produced by age, wear, and exposure to elements. Classic cars achieve a delightful patina over time. Older vehicles may develop a hue or tone that speaks of many years of use and care. The natural aging process allows this patina to develop and will add even more of a sense of history, permanency and allure to the vehicle. Patina is lost in the restoration process

What is Nostalgia?

"A wistful desire to return in thought or in fact to a former time in one's life, to one's home or homeland, or to one's family and friends; a sentimental yearning for the happiness of a former place or time."

Nostalgia is an important aspect of the NZ Classic Car Weekend.. We often hear visitors relate stories of the kind "I used to have one of those..."

While our visitors undoubtedly appreciate the efforts that have gone into restoring a classic car, many appreciate enjoying a car in exactly the way that they remember it, not necessarily as new. The cars are effectively time capsules. Original but blemished paint, the odd dent here and there, some rust spots perhaps, "lived in" seats and worn carpet can all add to the attraction of the vehicle and tell the "story" of its life.

The Survivor Class will reward cars in original condition and will award points for cleanliness and condition. It will reward well cared for original cars. Low mileage will be an advantage, as will a small number of previous owners, original paint and upholstery.

City of Sails Area Report

After one of the hottest and driest summers on record we are now into what must surely be one of the wettest periods recorded with many days of torrential rain, not good weather for TRs. However before the weather broke we were lucky to have some great events.

At the end of March the Auckland Vintage Car Club held their annual Roycroft Trophy Weekend at Hampton Downs. Two TR members were competing over the weekend, Steve Paine in his Morgan and Ian Bradley in an Austin Healey Sprite, so Murray and Stephanie Booth and myself set off in convoy to Hampton Downs to what was a very enjoyable day. The organisers are very keen to see some TR involvement in this event in the future so it would be great to see some TRs taking part.

Back in January we received an email from Peter Lund, a member of the Danish TR Register. Peter owns a very nice TR3A and said he would be in New Zealand at the end of March and would like to catch up with some New Zealand TR members. Peter is a member of a very talented Jazz Group called The Dixieland Gypsy Band and was here to take part in the Waiheke Jazz Festival. So a group of Auckland members picked up Peter and fellow musician Lasse Jakobsen from their Auckland billet and took them to a waterfront restaurant for a very enjoyable evening. This was topped off a couple days later when Jan and Marian Hendrix invited them to their home for dinner where they were able to see Jan's collection of cars and to Peter's amazement and great joy, Jan tossed him the keys of his TR2 and said "take it for a spin". So Peter got to experience a drive in a TR2 on a typical winding New Zealand road to Bethels Beach. As a result of this when he returned home he wrote a very flattering article which was posted on the Danish TR website. So our reputation is spreading.

In early April a group of us set off in convoy to join up with the Waikato Group to take part in the annual Classic Car Show organised by the Waikato Triumph Car Club. We avoided the main road as much as possible and followed the back roads to Te Awamutu, it was a very pleasant drive, especially in the early morning when the air is crisp and the roads free of traffic. Cazna indicated that she wasn't expecting a great turn out, possibly only two or three cars. To her delight it turned out to be one of the biggest gatherings of TRs for some time with 12 cars taking part.

Those who attended our National Weekend will remember keeping a very low profile to avoid bringing themselves to the attention of Barry Rickets or Glen Wilock, our sheriff and deputy for the weekend. Very few escaped, and a good sum of money was raised for Canteen to help fight child cancer. As a result of this, the organising committee for the weekend presented a cheque for \$1033.00 to Canteen in mid-May (see photo inside rear cover). This was very well received and we were taken on a tour of their facility which was very impressive. They are an inspirational group with half the board of directors made up of young people many whom have suffered cancer.

Alisdair



Auckland members hosting Danish TR visitors on waterfront.





Deep South Group

Things are going along nicely. The Highlanders had their second win, we have had our first snow storm, (which was a beaut!) which has cleared the air, the next few days were like summer again. This allowed many of our members to carry on open top touring for a bit longer. The local basketball team has won most of its matches and the regular monthly get togethers go from strength to strength. I took the TR4 for a pre winter "Blow Through" and it's running like a dream. What else could you ask from life?

On the negative side our first high rise 5 star hotel has been ruled against, which is a shame as we definitely need more high class accommodation here in the south, but perhaps not where they wanted to put this one, that was the problem.

The annual "Change of Seasons Tour" was held late in March. The tour this year went to the Otematata and the Twizel area. This is a very special part of the country in Autumn with the willows and poplars making a spectacular display. Once again we were joined by the Canterbury branch of the TR Register. They motored down from the north and we met for lunch at Waimate and then travelled together through to Otematata for a night of fun and fellowship. This weekend is proving popular and is a great way to get to know the Canterbury members better and catch up with our local members before winter sets in. See the following tour report for a full run down on the event.

What's coming up, here in the south.

Brian and Susan Hope are well under way in organising the annual Winter Run to Central Otago. As in past runs, they have booked the Curling Rink at Naseby for the Deep South Curling Challenge and then it will be onto the night's accommodation venue for a time of mulled wine and fellowship.

Colin and Jo Deaker have booked the local Slot Car Clubs race track for a night of high speed slot car racing. Last time we did this it was a great success and sorted out a few of our members who thought they were "gun race car drivers." It's a lot of fun and one the whole family can participate in.

It's great to see John Langley's TR4 well on the way to its new life as a road car. This is an interesting vehicle and we are all looking forward to John and the car joining us on a run.

All the best, to the rest of NZ, from the Deep South.

Jane and Trevor

Change of Seasons Tour 13th-14th April

Five cars started at Logan Park School in Dunedin, fine weather so all tops were down. The route followed the old State Highway 1 over Mount Cargill to Waitati and onto the new SH1 to Waikouaiti where the Pennos joined us.

Then onto Moeraki Boulders Café for morning tea and a bit of shopping was done in the souvenir shop next door. Then the inland roads were taken missing out Oamaru and onto Seven Mile Road to SH1 again and inland at Glenavy again to finish at our lunch stop in Waimate where the Canterbury TR members joined us.

After a lovely lunch and lots of talking it was onto the Hakataramea Highway to Kurow then over the Aviemore Dam and around the north side of Lake Aviemore with the autumn colours looking spectacular.

A photo shoot at the base of Benmore Dam (see photo inside front cover) and then onto the Otematata Hotel our stop for the night.

While we were all having pre-dinner drinks on the lawn outside our units and adjacent the Golf course, Colin had a golf chipping and spud throwing competition where there was some

exceptional scoring achieved but we won't mention names (Ed - Jim is being modest as he won the golf chipping. The champion spud thrower's identity is apparently confidential). A good meal and prize giving was held at night.

On the Sunday most of the Dunedin members headed home via Oamaru where they lunched in the Oamaru precinct. The Invercargill crew headed home via the Lindis Pass. The Canterbury members lunched at a Twizel member's holiday home on their return home via the inland route.

A very big thanks to Colin & Jo Deaker for a great weekend of motoring and fellowship.

Jim & Shirl Wilson



Wellington Wafflings...

The Wellington crew are now hard at work making plans for the 2014 National Weekend. As you will see elsewhere in this issue a date has been fixed and a main venue chosen. We are also well on the way to confirming most of the other key features of the event and will have a lot more to tell you about in a couple of months.

Meanwhile, a few of us did also manage to get out for a pleasant lunch run to Ohariu Farm, just North West of the city. With 8 TRs present, covering the range from TR2 to TR7, this was one of our best turnouts for some time, no doubt assisted by the typically excellent Wellington autumn weather (winter is another story ...).

Coming Events

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

Mid-winter Coffee/Brunch Run to Petone or Eastbourne (tbc)
Sunday 21 July, 11am

Confirming details will follow by email - hoping for another great turnout!

Johnathan





TR 2 through to 7





THE TOP O' THE SOUTH REPORT

The April/May period has been very wet in this region and as such has stifled most classic car activities. During April however, Helen and I were privileged to partake in the annual Nelson Classic Car Societies "**April Fools Tour**". This is only the second time that it has been run and its popularity was such that the 55 car limit was filled in "quick time".

Now this Tour was interesting. The first instruction was to be at the Haast Hotel by 5pm on 18th April 2013. Naturally, the bar was the assembly point and it set the scene for what was to become a wonderful motoring experience. Sadly, we were the only TR representatives, but we did run "open top" for all but the final run home.

The first day for us was an early start and a 605 km run from Nelson to Haast. It was a long day, but we were determined to keep the top off and despite a good shower near Lake Paringa, we remained perfectly dry and arrived ready to "go"!

The Friday was a pleasant drive over Haast Pass to Wanaka, then on to Cromwell, Arrowtown and finally to Queenstown. We did however get to stop at the "Blue Pools" near Makaroa, had morning tea at a lovely place in nearby Makaroa, went to the Wanaka Airfield Car Museum and viewed the Duesenburg car, on to Cromwell to view the new Motorsport Park (and what a facility that was), through to Arrowtown and met at the Hotel. An evening trip was organised on the TSS Earnslaw, just to set the day off!



Saturday was a cruise through mid and central Southland. We visited Nightcaps, Ohai and had lunch at the Tuatapere Hotel (Blue Cod & Chips). From there, we cruised back through Otautau, Winton and came back into Invercargill from the north. The roads were a delight and once again it was such a pleasure to motor on what are perfect roads, albeit that there were very strong winds. The evening was finished with a meal and festivities at the Ascot Hotel. Just to add "flavour" to the evening, the Alvis Club was present at the Hotel as well.

Sunday was the Tour's final day, but there was plenty of roads to travel but the risk of heavy rain and winds was on the horizon. We left Invercargill and headed north. Some hardy types did the "Catlins", but most headed on the planned route. There was a diversion through the back of Mosgiel and it was at this point that Helen and I came

Across Colin & Jo Deaker. They saw the TR7 go by and knew that there was only one like that about and that it had to be the Byrne's. Sadly, the weather started to deteriorate and we wisely decide to put the top on. The weather rapidly turned and the trip through Dunedin, the coastal route through Karitane and on to our final destination of Oamaru was wet, cold and gale-force. Despite the weather, we thoroughly enjoyed the trip and were eager to enjoy the delights of a "Final Dinner".



The final tour dinner was hosted in the old part of Oamaru and was provided by "Fat Sally". I can highly recommend her catering skills and if you are ever in Oamaru, feel free to visit her restaurant called "Fat Sally's" – it is well worth it. The dinner had two highlights. One was Alan Dick of 'motoring fame' as guest speaker (and he participated in the tour as well) and the second was the sad reporting of the serious flooding that was affecting Richmond at the time of the dinner. There were many participants from Nelson & Richmond on the Tour and the mobile telephones and texts were running hot. Sadly a number were badly affected and the news did put a damper on what was otherwise a wonderful tour.



On the Monday, Helen and I left early from Oamaru and proceeded to Christchurch for a meeting with EQC, Stonewood Homes and the Insurance Company to finalise matters for a new home for our son and daughter-in-law. Their house was "munted" during the earthquake and they were still living in a house without sewerage, no heating and limited water. They had a porta-loo on their front lawn and this was their only "facility", as it were. The good news is that a new home was agreed to, so the meeting was the "cream on

the cake" for us. From there it was off home to Richmond, so we did over 640km for the day. Fortunately, we had not been affected by the flooding, so it was a relief to arrive home safe and sound, with no problems.

It was a fantastic Tour and if you are in this region in 2 years and able to participate in the April Fools Tour, I would recommend it.

Terry & Helen Byrne

A DOVE'S TALE

Triumph GTR4A Dove

Commission No CTC

67126

Year -1966

Body No 68068

Registration- DG6090

Engine No CT67038HE

In the May 2009 issue of *Transmission* I told the story of the discovery and acquisition of the Dove. This is the only known Dove in New Zealand, in short it had been disassembled for the past 32 years and it needed a real imagination to picture it as a Dove. At the time I accurately described it as boxes of parts, a few heavy lumps and a rusty tub.

Rewind to early 1966, one Gerald Davies traded in his Mini Cooper at L.F.Dove & Co of Wimbledon and ordered a GTR4A Dove under the Personal Export Programme. He was given something unspectacular to drive and Doves then placed the order with Standard Triumph for a TR4A in white with black upholstery, heater and wire wheels. Dove of Wimbledon had conceived the idea of conversion of the TR4 into a 2+2 hard top in a similar manner to the Harrington Sunbeam Alpine and called it the GTR4 Dove, sometimes written with an "e acute" and pronounced "Dovay". The Dove conversion comprised removal of the boot lid, fuel tank, and rear cockpit coaming. A 15 gallon fuel tank was located in the boot wheel well and a fibreglass roof was fitted complete with opening rear side windows and a remote operated rear hatch door. The rear seat folded, allowing greater luggage capacity at the expense of the passengers in a similar manner to the hatchbacks of today.

Thomas Harrington & Co Coachworks located in Sussex undertook the Dove conversions before the company was purchased by Rootes Group, at which point the days of the Dove were numbered. UK TR Registrar Jon Marshall from his research has concluded that 43 TR4s and 8 TR4As were converted to Doves. Today 3 or 4 GTR4A Doves are roadworthy along with a small number of GTR4 Doves.

TR4A CTC 67126 was built on 13 May 1966 and delivered to coachbuilders Harringtons. At about this time Harringtons closed down and it is not clear at this stage if Harringtons started work on the conversion to Dove configuration, however Gerald has confirmed that the conversion was completed by Rolls Royce coachbuilders, Hoopers of London. The conversion programme was protracted as a result and once Gerald took delivery he used it around London until late 1966. He shipped it to Montreal, Canada as personal baggage on the *Empress of Canada* where the Dove toured the East Coast extensively as well as down into northern USA. In June of 1968 Gerald railed the Dove across Canada to Vancouver where it was shipped to Auckland on the *P&O Orsova* and registered as DG6090 on 15 July 1968. Its journeys in the UK and North America had totalled 20,000 miles. At that time a personal import had to be held for 2 years and among other things Gerald used it for towing his trailer-sailor before refreshing it for sale with new wings and a repaint.

It remained in Auckland with succession of 6 owners who ran up 50,890 miles before it was acquired by Roger Whetton in 1977 who was looking for a Surrey top TR4. He purchased the Dove (which by this time was looking very used) with the intention of converting it to a Surrey top model. Fortunately, a member of the TR Register, on hearing of this sacrilege convinced him of the rarity of the Dove. Roger drove it a further 328 miles and with a total of 71,218 miles on the clock the car was then completely stripped for restoration. Life intervened and there it sat for the next 32 years until a gullible punter visited Clevedon to look at it. This was Easter 2009 and it was not a pretty sight. The parts whilst largely complete had been stored in a dry environment, importantly it still retained the Dove conversion components and all numbers matched. The chassis was in excellent condition, outer body panels were good but the roof was very damaged and it was touch in go as to whether the tub was salvageable given that it had been stored outdoors for quite some time. The acquisition decision was not difficult but the explanation to Ann when she returned from the Easter break that she now owned the Dove was.

Enlisting the help of Kevin Tinkler we collected the body and chassis components on 9 May 2009 and delivered them to David Hayward in Waihi. David had successfully undertaken the TR4 bodywork for us and in a moment of weakness agreed to take on the Dove. Given its rarity the Dove restoration was given priority and the TR4 reassembly was put on hold. An inventory was undertaken, a restoration plan prepared and the many tub panels ordered via the TR Register indent scheme. The research into Dove conversions was considerable but necessary if we were going to restore it authentically. Jon Marshall and Paul Hogan of the UK TR Register both Dove owners and enthusiasts were extremely helpful by providing detail photographs, drawings, advice and parts over the duration of the project.

Now with all the planets in alignment David made a start on the tub and I undertook the stripping of the running gear components together with their complete refurbishment and repainting with POR 15. All bearings, bushes, road springs, nuts and bolts the like were replaced and I must say the finished components looked very nice. John Lee attended to the rear hubs, the drive



shaft was balanced and the diff checked out. In parallel the engine was reconditioned and received the mild modification usually undertaken by Jack Brabham as a purchase option. Originally ordered without an overdrive this was rectified when the gearbox was reconditioned. I have since learnt the hard way when undertaking such a deep restoration that it pays to take nothing for granted and each component must be inspected and a conscious decision made to retain or replace. For instance the only oil leaks (thus far) following restoration are from the diff seals and while this is a relatively

easy fix it would have been easier to deal with them at the outset while it was on the bench. Lesson learned. The forward planning and management of the project was critical to avoid it stalling and a lot of time was spent on ensuring both parts and reconditioned components were available when needed.

During April 2010 I spent several weekends fitting up the chassis in David's barn and the big moment arrived in August when the engine, gearbox and exhaust were installed. By this time the considerable amount of work required on the tub and outer body was complete and tub was in paint. It was then mounted onto the chassis during September 2010 covering up all my hard work and displaying David's.

We had decided that white did nothing for the style of the Dove and after careful research into colours of the period, Ann chose an Alfa Romeo "Russo" from 1966 along with grey upholstery trimmed in burgundy.

During January 2011 the body reassembly commenced, the intention was to have it completed and run in prior to making the journey to the National Weekend in Christchurch. It seemed doable at the time and I spent most evenings in my workshop dealing with the last nut and bolt of each component and many weekends in Waihi where the Dove was based working on the reassembly. By September the Dove managed to make the programmed slot with the upholsterer at which point the programme slipped and it was not until December 2011 that the car was delivered (with fingers crossed) for compliancing. I hadn't left anything to chance and there was no need to worry as the work and paperwork was all completed correctly. Final finishing took another month and its first journey of any significance was to Auckland for display at the Ellerslie Concours in mid February 2012. Programme wise it was the 11th hour and reluctantly I took the decision that it was just too fresh to drive to Christchurch as we were leaving a few days later.

Importantly at that Ellerslie event Gerald Davies the original owner introduced himself, he had always wondered if the Dove would eventually turn up and it quite made his day to see it there on display. We have remained in contact and his recollections have provided the detail of the Dove provenance.

Today the Dove does turn heads where ever it goes, it is often described as "pretty" and when compared with the hairy chested TR6, I have often wondered.... It has now been carefully run in and is starting to loosen up a little. Driving just gets better so it's time to push it harder, it would be interesting to compare its handling with a conventional TR4A.

The Dove although several years ahead of the MGBGT, was hardly a commercial success. The price tag was some £300 more than a TR4 and the rear seat is only useful for small children. Although conversions stopped shortly after the Rootes Group acquired Harringtons, L.F. Dove of Wimbledon must be congratulated for initiating this private venture. It is however, a unique example of TR history and we are fortunate to have CTC 67126 here in New Zealand.

Although I'm prejudiced I think the outcome is stunning, however this restoration has only been possible with Ann's backing, the skill of David Hayward and the help and encouragement from TR Register members both in New Zealand and the United Kingdom.

Frank and Ann Cleary

TRansmission — TR Register (NZ) Inc.



From this



Via this



To this
beauty



Tech bits and pieces

Open Heart Surgery; the patient or patience is almost terminal

I have a TR4A which has not seen the light of day for 22 years. It featured earlier in TRansmission, with an optimistic estimate for getting it road-going. Progress was steady. The engine, seized by in-activity, removed and stripped but work stopped dead when the pistons required extracting. The crank was locked on an angle preventing access to one bolt in each big end bearing set.

Out came the penetrating liquids from fine oil to diesel, kerosene, coke, combinations etc. Each applied from piston top and piston bottom with plenty of soaking time. No movement! Progressively more aggression with a 2 kg hammer eventually pushed No. 1 and No. 4 pistons down. Piston No.2 and No. 3, together with the liners, jumped out of the block. At least the crank had turned allowing separation at the big ends. I have not removed the crank.

Kroil soaking followed. The No 1 piston could be tapped out of the engine from underside (bore is almost like new). No 3 Liner with piston put in a frame under two tonne pressure and left for a week did not move (not even with gentle heat). This liner went off-site and 22 tonnes was required to press the piston 30 mm down the bore. Thinking this may make it relatively free the 2 tonne press was applied leaving room for piston exit. The liner end shattered, replacement decision confirmed.

Below are the four stages. No.4 is still in the block, No.3 is almost free but not, No.2 is firm in the liner, and No. 1 has piston clear and liner out of the block.



The No 3 piston appears to have a calcite growth in the piston to liner space. The now largely exposed piston is not corroded. I have subsequently cut the liner off No.3. Dry-ice on No.2 and No.4 made no impression even with the No.2 liner under pressure. The No 2 liner broke when frozen and under pressure, the

piston is now nearly free.

What next for No.4 with liner and piston (although initially moved) firmly in the block?

William Whewell (Wellington member)

Support of Lucas PI Systems

As long as the writer can remember there have always been a few issues around the support of the Lucas PI systems in TR5s & TR6s as well as the 2.5PI Triumph saloons. Various New Zealand organisations and individuals have provided some good service in this field over the years past but in more recent times they have gradually withdrawn from this.

Recognising the ongoing need to keep PI systems alive and well some discussion has resulted with a UK company, Prestige Injection Services that specialises in supporting the Lucas system and its components. Over several hours of telephone conversations with, and many e-mails to & from, Malcolm Jones of Prestige, arrangements have been made to carry a range of PI parts and exchange components in New Zealand to help to overcome some of the difficulties TR owners have encountered.

As a guide it is planned to hold these components on an exchange basis:

+ Injectors (remanufactured, tested, re-plated, shipped inhibited)
Metering unit

And, for outright purchase:

+Bosch/Sytec fuel pump kits
+Upgraded pressure relieve valves
+Metering unit parts:
+Fuel diaphragm
+Vacuum diaphragm
+Bung seals
+“O” rings and other seals.

The costings are still under review but are expected to be competitive. As a guide, exchange injectors are expected to be around \$NZ45 plus local freight based on current exchange rates.



If anyone would like to suggest any other items to add to this list (or items not to include?) please let me know.

The Fuel Pump Kits ...a little background ...**all PI TR owners please read.**

This all started from a quest to develop a NZ kit of parts to replace the Lucas fuel pumps with a Bosch or similar type. This became quite difficult due to the small volume and, more importantly, the irregular availability of some of the components from NZ sources. At this point several of the pump kits on offer ex the UK were looked at more closely. From this the kit developed by Prestige appeared to be one of the best designs. Malcolm Jones has had a long experience in supporting the Lucas systems and, from this, set out to build a fuel pump replacement that would work reliably. One

of the points he emphasised was the need to install a Bosch/Sytec pump in a situation where it is always **below the fuel supply**, has **minimal flow restriction** from the tank to the pump (this means **DO NOT use the original fuel filter** and plumbing) and with **good flow back to the tank** from the pressure relief valve. This is to ensure that the flow rate through the pump is as high as possible to ensure that the pump is adequately cooled at all times. Several of the other pump kits on the market do not meet all these objectives and, whilst they will work, there is the probability that the pump life will not be as good as it should be.

If anyone has any queries or suggestions around this topic please email me tr@dataquest.co.nz or call 09-5754151 and I will do my best to address your questions or concerns.

For the time being I am doing this on my own account to get the project under way and to work out the best ways to ship these items from and to the UK to keep the costs as low as practical. However, downstream this will probably all merge into the Register's parts support activity once it is all sorted.

Robert Johnston

PS While on the subject of PI systems... a little hint for the winter in particular.

One of the long term issues with the PI system is corrosion inside the injectors ... probably due to small quantities of moisture left behind when the engine is not in use.

A suggestion here that will help overcome this problem and also go some way to prevent corrosion elsewhere such as in the metering unit etc is to dose the fuel with a suitable inhibitor before the car sits around not doing so much during the winter.

There are quite a few upper cylinder lubricant products that may assist here but do not overlook 2 stroke oil. Add a reputable 2 stroke oil to the fuel at around 1:15 to 1:100 and run 10-20 miles to get this into the system. It should leave a trace of oil around the injection components that will help prevent any corrosion during the colder and damper months when the TR is less likely to be used.

Maybe someone can find a suitable product here that smells good too??

A SPECIAL TR4

In an earlier edition of Transmission we ran an article about an historic TR4 Police Car, owned by Neil Revington.

The car, which began service with the Southend-on-Sea County Borough Constabulary as a new car in 1962, was recently put up for auction in the UK.

The original car was supplied with a specification including Pye radio, Winkworth bell, air horns, windscreen mounted hand operated lamp, front and rear police signs and a rear stop sign.

4100 HJ has undoubtedly seen some action as recollections from retired Superintendent Bill Burles of Southend-on-Sea Constabulary suggest. Having allocated it the task of "fast pursuit car" he recalls that it went out on two shifts a day, seven days a week, clocking up approximately 1000 miles a week. Officers invariably drove the car with the top down and always wore their helmets with chin straps in place.

The car went up for auction on June 1. It was expected by those in the know to fetch 35-40,000 pounds, but was passed in on the day. Neil Revington's blog says that it fell short of reserve by "a couple of grand" and it is now available for purchase.



If you can't afford the car, you can buy a model of it!

THAT'S A BIT IRISH.

Standard Triumph (Ireland) Ltd, built all Triumph cars from CKD kits up to 1966/7 when fully built Triumph cars were imported.

Austin & Morris had two separate importers/assemblers. For Austin, there was Lincoln & Nolan, which also had the Rover agency and Morris cars were assembled by the Brittains Group. Lincoln & Nolan was taken over by Brittains in the 1960's.

Ireland also had a separate company that assembled MGs and Rileys. This company was Booth Poole Ltd and it was also taken over by Brittains. Booth Poole for example assembled MGBs in the 1960's, as noted in the excellent MGB book by David Knowles (see footnote 3, below).

Jaguar and Triumph both had separate companies with Triumph having a wholly owned agency – Standard Triumph (Ireland), while Jaguar had a local agency – Frank Cavey.

With the creation of BL, there were moves to simplify these arrangements. Brittains dealt with the Austin-Morris and MG franchise, while Rover, Jaguar and Triumph were combined into a separate company – British Leyland (Ireland).

The Brittains Group produced cars on the Naas Road, Dublin, in a large assembly operation, but strangely had separate dealer networks for both Austin & Morris – 80 dealers overall (40 a-piece).

Brittains lost the BL franchise in 1974 when BL 'sacked' the company. By this stage, Brittains also had the Datsun franchise in Ireland, though the company never recovered from the severance of the BL franchise and collapsed in 1977. The move caused huge problems for BL in Ireland and embargoes were placed on BL complete imports into Ireland by dock workers, through this was rescinded. One way of circumventing this was to move Mini CKD assembly to another company, which was Reg Armstrong Motors the Honda Motorcycle & Opel Cars importer, though this ceased in 1978.

By the late seventies BL had a normal import operation located on the Cashel Road in Kimmage as well as small factory making car seats, though this closed in the early 1980's. The company's market share had fallen from over 20 per cent in the early seventies to just 7-8 per cent in 1978. This was to fall further when CKD operations ceased and in 1979, thanks to another embargo, the share fell to around 3 per cent.

BL Cars (Ireland) became Austin Rover (Ireland) in the early 1980's and the company enjoyed a recovery in market share to the levels of the late seventies with a significantly reduced dealer network. However, the company hit problems in the

early '90s and the market share fell dramatically to below 1 per cent. Though this recovered to around 3 per cent by the late 90's, the share collapsed due to Rover's problems with BMW in the early 21st century. The situation is still very weak and unlikely to improve in the immediate future.

Footnotes

1) Datsun Ireland emerged from the ashes of the Britains Group and became a very strong player on the Irish car market. Their large import facility on the Naas Road in Dublin was where part of the Britains operation existed.

2) In his book "Motor Makers in Ireland" (ISBN: 0 85640 264 8), John Moore says the following:

"The Government of the Irish Republic, like so many others during the years following the Great Depression, relied heavily on protectionist measures and policies to retain some control of its economy. The motor industry was naturally a prime example of these policies at work. One result was that many cars were imported in completely knocked down (CKD) form and assembled locally, with obvious benefit to the employment figures. It was also made almost prohibitively expensive to buy any car which was not assembled in the Republic. These policies lasted until the early Sixties, when the Government signed the Anglo-Irish Free Trade Agreement, which was aimed at giving Irish agricultural produce easier access to UK markets. Even the accession to the Common Market in 1973 did not completely remove the tariff barriers which were specially negotiated in order to protect the jobs involved, and allowed to remain until 1984.

At the height of the CKD boom there were twelve firms involved, assembling vehicles for Fiat, Ford, British Leyland, Mercedes Benz, Peugeot, Renault, Volkswagen and Toyota cars, and Heinkel bubble-cars. The only attempt to assemble CKD cars in Northern Ireland was made in the early Sixties, when the Clarence Engineering Co. Ltd of Belfast, then the Triumph agents, built Triumph Heralds."

3) In his book "MGB" (ISBN: 1-90143-225-4), David Knowles reports that CKD assembly in the Republic of Ireland amounted to 188 roadsters (beginning December 1964) and 216 GTs (beginning March 1966); production ended in February 1976.

4) In his book "MG Saloon Cars from the 1920s to the 1970s" (ISBN: 1-90143-206-8), Anders Ditlev Clausager relates:

"The majority [of 2-door MG 1100s] were sold in North America, although in 1966-67 the two-door model was also offered in certain European markets, including Ireland. There is no accurate fix on the numbers of Mk1 two-doors for non-US markets, except that Ireland is thought to have taken 264 CKD cars.

With thanks to Andrew Ryan for producing this article, TR Register Ireland club member Jack Epstein, and the Register for approving its publication in Transmission. More info is available on their Facebook page www.facebook.com/TRSPORTSCARS.

TRansactions

In the right hand column is what TRansactions might have looked like in 1989.

It's a copy of the NZ Herald classifieds from that year (hope that's not a copyright breach 24 years later!).

TR6 - \$17,995.

TR7 DHC - \$28,000

Thanks to Robert Johnson for sending it.

Very interesting.

For today's buying opportunities, see the next two pages.

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

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

Contact details are shown at the top of P2.

TRIUMPH SPITFIRE, MkIV, hard/soft tops, mags, stereo, mint cond; \$7500. Ph 525-1710.

TRIUMPH SPITFIRE, 76, MkIV, softtop, new clutch, excell cond; \$7950. Ph 396-818.

TRIUMPH SPITFIRE, 65, h and s tops, stereo, rebuilt gem; \$7990. Elgin, 767-168, LMVD.

TRIUMPH SPITFIRE, Mk4, 72, h/s top, tonneau, stereo, 82,000 mls, very good cond; \$9000 ono. Ph 764-790.

TRIUMPH SPITFIRE, 72, hard and soft top, remote alarm and locking, stereo/graphic equaliser, good cond; \$8500 ono. Ph 479-1645.

TRIUMPH STAG, 76, auto, very good cond; \$22,000 ono. Phone 521-3481.

TRIUMPH STAG, 76, red, auto, alloys, top cond; \$24,995. Ph 520-3637, Sports Car World.

TRIUMPH STAG, 73, auto, p/steer, burgundy, tan trim. Cavendish Motors, LMVD. Ph 277-9425, ah 860-671, or 520-1958.

TRIUMPH TC2000, o/drive, LPG; \$3500 ono. Phone 412-8507.

TRIUMPH TOLEDO, 1975' good cond; \$1800. Ph 535-4588.

TRIUMPH TOLEDO, 75; \$1500 ono. Ph 479-7748.

TRIUMPH TR3, tidy, white. Ph 763-664, Chequered Flag MVDI.

TRIUMPH TR4A, very tidy. Ph 763-664, Chequered Flag MVDI.

TRIUMPH TR6, burgundy, appreciating classic; \$17,995. Ph Cavendish Motors, LMVD, 277-9425; ah 860-671 or 520-1958.

TRIUMPH TR6 h/s tonn, o/d, white, orig one owner car. Classic Car Sales, Hamilton, ph (071) 73-999, LMVD.

TRIUMPH TR6 SPORTS, excell cond, o/d; \$19,000. Ph 535-7401.

TRIUMPH TR7, convertible NZ, new 1982, 5 speed, factory alloys, stereo, just 18,000 miles, white with blue trim, will deliver anywhere; \$28,000. Karamu Auto Court Hastings. Ph (070) 66-700, ah (070) 354-604 or (070) 89-697.

TRIUMPH TR7, 77, manual, stereo, 2000cc; \$9995. Mike Vinsen, LMVD. Phone 789-127.

TRIUMPH, TR7, 77, red, excell cond, low mileage, completely re-cond motor, gear box, clutch, starter-motor etc; \$1200 ono, must sell. Ph 292-8473 evgs.

TRIUMPH VITESSE, 1965, an excell car, always maintained; \$4800 ono. Ph 458-712.

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
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

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

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

1973 TRIUMPH TR6 (see photo inside cover)

Colour "Mazda" braze burning 2 pack black leather, burr walnut dashboard.

Plate FASTER6, this car has been faithfully maintained to the highest standard and we are reluctant sellers.

Concours winner 2005, 2007, 2009 and 2011 at the TR register Nationals.

Upgrades have been done on the motor, gearbox, and diff, and the shut lines of the body work are far superior than when it left the factory.

This car is more than a mere Sunday car and is most enjoyable to drive.

Keith 034891726
kballott@kol.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

TR3a Badge bar and Chrome Grab Handle

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

Bob Birdsall
07 8647223
[<sjandbbirdsall@clear.net.nz>](mailto:sjandbbirdsall@clear.net.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



FASTR6 for sale - see facing page



Sherriff's Nationals proceeds, \$1,033, being given to Canteen. Well done!

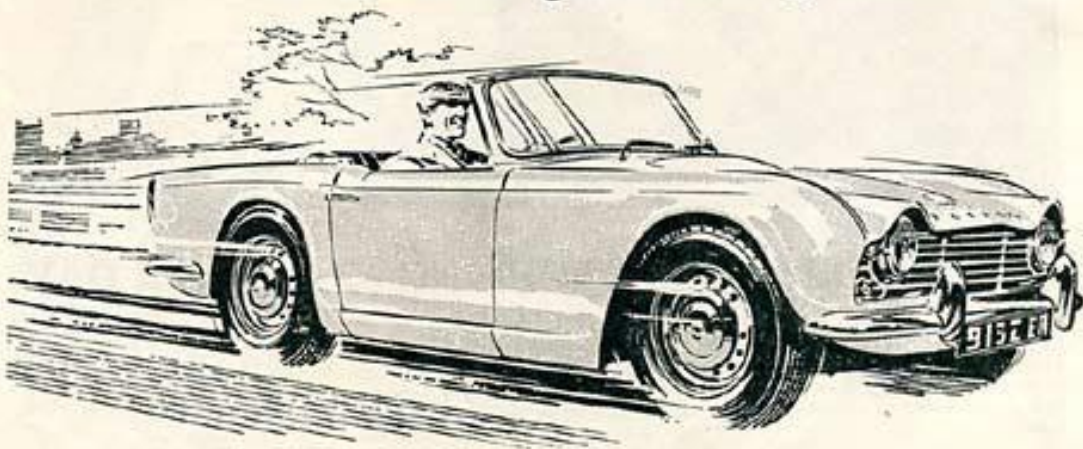
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OVERDRIVE

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Only Laycock Overdrive has fingertip Flick Switch Control giving instant changes when the driver wants them. Since it is under the driver's control at all times there is no dangerous free-wheeling period, and this means power sustained gear changes and full engine braking all the time. Laycock de Normanville Overdrive gives smoother, quieter, faster cruising with less engine wear and a saving in petrol of 1 free gallon in six.*

You can enjoy all the advantages of Laycock de Normanville Overdrive on your new Triumph TR4, and either as standard or optional equipment on other great British cars. Test-drive any car fitted with Laycock de Normanville Overdrive—and you'll insist on it for your next car.

*R.A.C. observed tests proved an average petrol saving of 16½%.

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