

TRansmission

#156 September 2013



Official Magazine of TR Register of NZ

Not yet Spring in Central Otago. Perfect conditions for RWD sports cars!



The Cannons' Red Rocket

TS16239-O

(see P24)

TRAnsmiSSion

CONTENTS

Top Torque	3
Editorial Team Talk	5
National Weekend 2013	7
Waikato Wanderings	8
Canterbury Tales	10
Norway TR EuroMeet	13
Hawkes Bay Happenings	14
Taupo Mid Winter Run	16
Deep South Group	18
PoeTRy Page	21
Top O The South	22
The Registrar Reports	24
Tech Bits and Pieces	27
Transactions	30

FRONT COVER

As we make the transition from Winter into Spring, these photos sum up how lucky we are to enjoy the seasons, and to experience them in the TRs

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

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TOP TORQUE



Spring has sprung & while most might see the daffodils and cherry blossom I see the grass is growing at a rate that demands attention. The Deep South & Canterbury folk are still experiencing wintery blasts while in the north it's positively balmy by comparison. Still, if you listen carefully you will hear the car covers slipping off as, with a hint of summer around the corner, that "to do list" to get the TR ready has become a priority. So you see, having to mow the growing grass just gets in the way.

I never cease to be amazed at what comes out of the woodwork from time to time in terms of barn finds. Registrar Kevin Tinkler's column makes a very interesting read. It just makes you wonder what else is lurking out there waiting to come into the light of day. Not only the cars but also those hard to find original parts that have been put away for safe keeping and forgotten. You may never use them but others might and as we see restorations continue by our members maybe it's time to see if those items you squirreled away just might be the part that a worthy project requires. There is still lots happening in the restoration scene perhaps you might get in touch with Kevin Glover who keeps his finger on things restoration and he might be able to put you in touch with a worthy recipient. The website is also a great medium to list your surplus parts.

Speaking of spares I must say there was not a lot of volunteers to take on this role following the plea in the last magazine. Be assured though, the spares service is set to continue as Ian Harris has kindly stepped up to the plate and will handle things while Kevin and Glenis explore the highways and sip wine in the stunning sunsets. Kevin has agreed to continue on his return. It's business as usual so let's all continue to support the spares service.

After many years as Waikato Group Leaders, Cazna and Steve Payne are stepping down from the role. Their contribution to the TR Register has been immense and you will recall this was recognised by their appointment as life members a couple of years ago. Its opportunity time for someone to step up into the role. Cazna and Steve are just taking a back seat and will be there in support of the new Group Leader. To all the Waikato members, please don't be shy - your group needs you.

The editorial team relies on contributions from us, the members, to fill the pages of *TRansmission*. I get to see quite a number of club magazines ranging from Porsche Club with their full colour professional publication to the newsletters of the smaller clubs. *Transmission*, in my opinion, contains the most varied and informative read of them all and like you I wait eagerly for it to hit the mailbox. This is largely due to the interesting articles that our members contribute, but the editors are always needing more copy. So how about writing a piece about that interesting trip, progress on the restoration or a technical article and the like. All will be welcomed by the editorial team as the more we contribute the more we will continue to enjoy what is one of the best club magazines in New Zealand.

The AGM will be held on 13 November at the Normanby Tavern, Mt Eden in Auckland. As usual there are a number of committee members including myself due for rotation this time around. Nominations for the committee are open and if you would like to make a contribution to your club please contact me or one of the committee members to see what's involved. I intend to put my name forward again and hope I to continue to receive the support I have had from you all over the past 3 years.

Its plea time again, the TR Register like many organisations relies on committed and enthusiastic volunteers to undertake the various roles that make this such a successful national organisation. I will only encourage those of you who are willing to put themselves forward to contribute to the extent that you are able. There are many that have been contributing for many years and it's only natural that there is a rotation of members fulfilling roles. If you would like to bring enthusiasm and ideas that will invigorate those around you, please say yes when next approached as being involved is extremely rewarding.

There are a committed bunch of organisers in Wellington planning NW14 which from where I sit is looking to be a fantastic weekend. Registrations are now open and given the central location I have a feeling we will see a record attendance.

No pressure guys.

Frank

EDITORIAL TEAM *TALK*

Spring has sprung, and excellent it is too.

Hopefully you're starting to feel the blood warm up, and the oil and water in the TR might be doing the same a bit more regularly too.

Clearly the groups from around the country are getting out on the highways and byways as it gets more pleasant to do so or, in the case of the Deep South Group, while winter is still clearly with us.

At the risk of sounding defensive about the weather in the south, it's actually been a pretty mild winter, but the run covered on P19 certainly suggest otherwise, with the cars and team being put to the test in snowy conditions in Central Otago.

John Jones tells us about the big winds in Canterbury and some of the remaining evidence still seen on one of their excellent club runs. Hopefully there hasn't been too much damage inflicted on the homes or cars of our members in Canterbury, or further up the road around Blenheim and Seddon.

Last edition, our intrepid international reporters were Joy and Graeme Thomas, coming to us live (as in not dead) from India. This time, it's Robert and Stella Johnson beaming into our homes via the airwaves (internet) all the way from Norway, where they are representing us at the TR Register EuroMeet. For this edition there's just a preliminary photo or two, so we look forward to a detailed report and more photos of the experience over there, in our December issue.


Frank has already mentioned the AGM and the National Weekend 2014. The AGM notice is on the next page and the details of Nationals follow just after that.

And we know that some in the South Island are planning a bit of a combined trip up to Wellington and back home, so be in quick and get your registration forms (sent with this mag) completed and away.

We really are entering into the key TR season, so we hope that you are able to make the most of it, enjoying the roads, cars, and people that make the Register and our activities so special.

Get out there.

Stephen, Trevor, & Brian



Notice of Annual General Meeting

Wednesday 13th November at 7.30pm.

Venue - the Normanby Tavern, Normanby Rd, Mt Eden. Auckland.

We would like you to all come & join us for a meal at 6.30pm ahead of the meeting.

Alisdair Keucke
Secretary
TR Register NZ Inc.



TR Register NZ National Weekend

Thursday 27 February – Sunday 2 March 2014

Greetings from the Wellington Nationals 2014 Team

Plans are now well in hand for the 2014 TR National Weekend happening right here in Wellywood / the world's coolest little capital / middle of Middle Earth / craft beer capital / coffee central !

To ensure your place at another great Nationals event start planning and booking your long weekend now – see forms enclosed with this issue of TRansmission:

National Weekend 2014 Registration Form
Nationals Accommodation Form
Participation Rules

Don't leave it too late – secure your registration and accommodation now (plus ferry bookings for Mainlanders). Further information regarding accommodation is available at www.brentwoodhotel.co.nz

To assist with planning, we are looking for an indication of numbers for the “add-on” tour which will involve three-four days travelling through Wairarapa and southern Hawkes Bay – a ‘tick box’ is included on the Registration Form.

It's been 23 years since the TR Nationals triumphantly toured our beautiful harbour city - we do hope you can make it – we certainly look forward to welcoming you.

Don't hesitate to contact the team if you have any queries – we have our own email address – trnwgt@gmail.com

The Wellington Nationals 2014 Team

Waikato Wanderings



Things in the Waikato have been pretty quiet, with many of the local cars off the road or having mechanical or bodywork jobs being undertaken over this period of cold/wet weather in order to be out and about in summer.

We've had some great turnouts to the monthly Noggin's at some great venues around the Waikato.

On 16th June Rocky & Rebecca Fiske organised a great beginning at Tirau and travelling to Rotorua via some awesome roads and a very pleasant lunch time stop ending with a visit to their Triumph collection at the end of day and a warm and sumptuous afternoon tea.

The TR Register Taupo Mid-Winter Weekend organised by Frank and Ann was a splendid event with everybody relaxed and enjoying being out in their TR's. Taupo was 'humming' that weekend with many other events running and the ladies had many interesting non-TR diversions on offer to enjoy. Cheering on our very talented golfer's at the Hole In One Challenge was a hoot!



The lunch at Huka Falls Resort Hotel was time to say goodbye and we are grateful to Rocky & Rebecca for being brave enough to offer to have us back for a 2014 Mid-Winter event based in the Rotorua region.

Merv and Kaye Thorburn have returned home from their adventures in their Sunbeam Rapier on the Simply Classics Perth to Sydney Australia tour <https://www.facebook.com/simplyclassics?ref=search>

In the TRIX workshop at the moment is Merv Thorburn's TR4 (at painting), Ian Macpherson's TR4A, Jim Vassiliadis's TR4 chassis, the Tervit's TR6, and the Batley's TR250 in for a LH to RH drive conversion.

Tim Bradshaw has been putting in lots of work reassembling his TR4 after painting.

In my internet wanderings I came

across the following clips that may make you smile. We can probably all relate to this song by the Spinal Tappets: TR Man <http://www.youtube.com/watch?v=GglnF6EF5gs&feature=related>, for TR4 owners <http://www.youtube.com/watch?v=k2YYKbJYpjI>, and this TR6 footage is very 'British' <http://www.youtube.com/watch?v=V5nW2CjR7Ro>



We are still seeking expressions of interest in the Group Leader/Coordinator role for Waikato/BOP region when we stand down in November. If you would like to know more about the role, do contact us at waikato@tregister.org.nz

Cazna & Steve

Canterbury Tales...

Spring has arrived down here, and brought some exciting weather with it. A recent storm brought the worst wind in many years and caused a bit of havoc. The photos below, taken the day after the storm, might be something that you don't see every day.



Along with the hundreds of trees knocked down there were power outages across Canterbury. It's 10 days since the storm hit as I write this and some people still do not have power back on; some poor farmers lost more than their power. When I went to work the morning following the storm I came across some of the remains of a tunnel house in an unusual position on a power pole, the rest of the tunnel house plastic was spread along the hedge to the left (much more than you can see in the photo). On my way home that evening, the tunnel house plastic was still there. It was quite surreal seeing the glittering plastic gently waving in the still strong winds.

Well, as signalled in my last report, our youngest member has arrived. Ms Maeve Teika can be seen below being ogled by Grant and Nerilee Wightman and Belinda Rooney, and proudly watched over by mum and dad Shaye and Neil Teika, at our last monthly social event. Let's hope Maeve shares the same love and enthusiasm for TRs that her dad has. Well done you two!

Sorry about the lack of pictures of anyone else at the social, but we did have eighteen people at the Topkapi Turkish restaurant in the centre of town. Great food.

We did do some driving since my last report. Dave and Jenny Tong organised an overnight trip to Kaikoura in July, where we stayed at Donegal House motel. We took back-roads through North Canterbury, through to Waiau and then through Mt Lyford to Kaikoura. Funnily enough, there had



View from the rooms at Donegal House

been a good winter snow and wind storm in the few days before we did this trip so when we got in to the back-country there was plenty of winter conditions to deal with. This made driving a real challenge and caused some exciting moments between Waikari and Culverden, were three of us had our tails slip out on the same corner. Loose gravel and black ice caught us out; funny thing was we were all in a line when it happened, one after another, so each witnessed each other's event. Luckily we were all travelling slowly and there was nobody else on the road. We stopped at the pub Rotherham for a good lunch, and some liquid refreshment helped us steel ourselves for the remainder of the journey.

From Rotherham, it was a short drive to the small town of Waiau, where we visited the local museum. From Waiau, the road conditions through Mt Lyford to Kaikoura were the most challenging, with lots of shaded icy spots,



**Coochie,
coochie-
koo**

entire way to Kaikoura. Not the usual style of driving we are used to in the TRs, but it was sunny and enjoyable none the less. We had a good evening meal and social session and the motel and the following morning, found one of our party somewhat sick; nothing to do with the previous night's activities, it was a recurrence of an on-going condition. The net result of this meant the party broke into two for the return journey home along the coast, with the sick party and a couple of helpers staying behind to assist with medical support. We were very fortunate with the weather for the return trip home, with good sunny, if not hot weather for the drive. We had a great trip, even if the driving was challenging.

We are now planning two near future events; we are supporting the Men's Shed at Oxford in North Canterbury. This is a car show with a small entrance fee, to raise money for building and running their local hobby facility. The second event will be a weekend away to Hokitika, at Labour Weekend. We are looking for a good turnout for both events.

Happy driving everyone.

John and Denise



NORWAY TR EUROMeET

Robert and Stella Johnson are currently attending the EuroMeet, this year in Norway. Robert has kindly shared the two photos below, as a taste of what we can expect when he writes his full story for our enjoyment on his return.

Robert - I hope I have that right, as you are committed now!



The photo above shows part of the support resources available for the meet, a huge truck organised by TR Norway.

And the photo on the right almost speaks for itself - as Robert so aptly describes it, ***“TR droppings on the Trollstigen Road, Geiranger, Norway”***. You need to see this in colour, so go to the website edition of Transmission and have a look.

I considered the right hand photo for a future cover shot, but decided that covers should always show our TRs in a positive light ! The fact they may leak a bit shall remain a secret (insert Tui slogan here).

Looking forward to your story Robert. Thanks.



Hawkes Bay Happenings...

I guess the title is a bit of a misnomer as very little has been happening since the last TRansmission. We have continued to have our club nights attended by the hardy few.

Restoration work has slowed down on Richard Hibbert's TR4 but it is getting near the end of the journey. Now painted in Old English White the body has been refitted and new wires are promised, so we hope to see it back on the road over this summer.

Bruce Hislop has been promising his TR2 an under bonnet spruce up but the weather hasn't been all that conducive to working out in a drafty garage.

Ray and Carol Weir's TR7 has had the gearbox overhauled and the problem with graunching gearchange from 1st to 2nd finally tracked down by The Gearbox Factory to an incorrect clutch plate having been fitted sometime in the past.

Just recently Ray decided the car needed a wash as it was covered in pollen (pollen in Hawke's Bay is terrible in spring and it gets in everywhere leaving a yellow coating). After the wash and chamois a drive round the block was required to blow any missed water out. Unfortunately another motorist who lives nearby had a similar idea and as the cars converged from opposite directions turned across to his driveway collecting Ray as he went by. Some damage to the TR7 which is currently being repaired. What do they say about accidents happening within so many kms from home!

Our TR2 has been out a few times to keep the mechanical bits turning and of course the 6 monthly WOF. We went for a run to our daughter and son in law's place a few weekends ago on a lovely sunny spring day and it really reinforced why I still have this car after almost 40 years.

LT2 was first registered in December 1954 to a Godfrey Paape in Dunedin. Godfrey was very well known in motoring circles and used the car in competition. In a Classic Driver magazine last year was a photo of it racing with a Morgan on the grass at Waimate. In 1959 it changed hands through a dealer to a Gordon Chisman then in 1965 (9721 miles) to Robert Brown of Mosgiel who owned it for a year passing it on to Raymond Kinney (20,833m). He owned it until 1970 when it moved to Christchurch and owner Sandro Jacomelli (35,124m). I can't read the date stamps after that but the next owner was Mark Thomas (no relation) at 52,718m followed by Elizabeth Ledinsham (59,400m), Anthony Newton, Ashburton (60,127m), Keith Glassey (Jan 1973 52,340m ??) and then I bought it in August 1974 at 68,600m.

Why did I buy a TR2? The short of it was it was all I could afford. I did have a one year old TR6 (FS2486?) which was sold to by a section and I wanted another sports car, particularly a Healey 100/6 but the only one for sale was \$1800 and all I could afford was \$800 so I went to Ashburton (I was in Christchurch) and bought TS3601. It

really was very worn. It had 6 1/2 inch wide steel wheels, was painted maroon with two silver stripes over the bonnet and boot on the driver's side. They were the second thing to come off. The first thing was a roll bar which came up the middle of the seats and was wonderful for bashing your head on as you drove along. The drive from Ashburton was more than enough. I remember my mother saying when she first saw it that it looked like a tractor - I guess they were referred to as being 'agricultural' by some.

So next year TS3601/LT2 will be 60 years and I will have owned her for 40 years - my second love.

We look forward to some runs over the next few months and of course the National meet in Wellington.

Safe MoTRing

Graeme



Taupo Midwinter Weekend 2013

Well not quite midwinter actually as the organisers were otherwise engaged around that time. This popular event has become established and Taupo was the winner of our presence again. Confidently we booked 10 rooms at the motel only to be contacted by the owner to say we should put more aside as there was such a demand. Well that put the pressure on to get organised, as there was no way to wing it with what was looking to be a record turnout. Local member Kevin Blackstock came to the rescue with a range of options that would interest the multitude and so we were underway.

In all 35 people along with 10 TRs, a Lotus, a Jag, a Thunderbird, an MX5 and assorted other moderns from arrived from Whangarei, Wanganui, Napier and all points between. There was not to be a lot of touring involved this weekend so after meeting and an initial catch up at the lakeside, we ventured to Lava Glass followed by the National Quilting exhibition and a hobbies exhibition that just happened to be in town that weekend finishing up the afternoon at the famous watering hole, Finn MacCuhals. The Ploughmans hosted us for dinner in the evening where I learnt that the more decadent among us had ordered their spa baths be filled for their return !! Slow on the uptake as ever, I can say that's one I had not thought of.

Sunday dawned as lovely as Saturday, Cazna and Steve Payne arrived in the TR6 having set off from Te Awamutu very early. On to coffee at L'Arte Café and Gallery, this is a must see if you are ever in Taupo. Not only is the café wonderful but the stunning gallery pieces are largely displayed outdoors in the beautiful gardens setting.

You might have seen the hole in one challenge on the Taupo lakeside. The object is to hit the pontoon anchored offshore although that day two golf ball retrievers in wetsuits became additional targets. We watched with interest the various gun golfers step up and do dismally. Having studied the form our own Ray Weir and Murray Booth stepped to the tee. Both hit the pontoon, Ray successful on four occasions. As we had not seen such a performance all day Carol is now taking a closer interest in Ray's timesheets as its clearly evident he is getting some practice somewhere.

As usually happens, the TRs generate interest from passers-by and Taupo was no exception. A French restaurateur and a Taupo resident introduced himself and mentioned he had just returned from London where he had purchased 1972 TR6 which is due here in December. Not to miss an opportunity we made sure he had a membership form and we look forward catching up with him and the TR.

Huka Falls Resort Hotel was the lunch venue where we were looked after in fine style and the golfing prizes were handed out. There was an overwhelming agreement to meet again next year, this time in Rotorua, before we headed off into the afternoon traffic back to our homes. There were some simply stunning TRs that attended on the weekend and the owners were rewarded with wonderful weather that encouraged topless driving. Most TRs behaved themselves although I did hear that one TR2 did break an axle on its way home and Dick Marshall came to the rescue with a replacement.

Frank and Ann



Taupo mid winter group



Deep South Group

Things are rolling along in the Deep South although not a lot of TR motoring is done during the winter months. Apart from the Annual Curling Challenge held in July at Naseby that involved nine cars and eighteen people, refer to the adjoining story.

Trevor and Jane are away overseas at the moment for about three months, and are due home sometime in October. I bet they will have plenty of stories to share.

In that time Otago won the Ranfurly Shield but sadly lost it to Hawkes Bay a week later.

We have been enjoying our monthly "Get Together" nights. July at the Blackstone Bar and Café at Mosgiel, thanks to Gail and Stephen Higgs. The August evening was at the Lake Waiholā Bar and Café thanks to Dorothy and Norman Kennedy. The September get together was at Speights Ale House and enjoyed by about thirty members, and thanks to Kaye and Winston Wingfield for organising.

We will again be involved with the "Auto Spectacular" classic car show at the Edgar Centre, Dunedin on 19th October. Star of the show is to be New Zealand's only DUESENBERG, a truly magnificent car.

Our next major motoring event is the End of Year Run on the 23/24th of November. This year, this is being organised by Liz and Lindsay Pratt and as is usual the destination is a secret. Story and photos in the next edition of Transmission.

Cheers from the Deep South

Brian Hope.

(for Jane and Trevor)

CURLING CHALLENGE 2013

Held over the weekend of 13th & 14th July our winter weekend provided a variety of weather conditions that certainly made for a great trip. Nine cars and eighteen hardy souls braved the elements.

Six cars assembled at Park Street in Mosgiel outside the Allotts home on a crisp frosty winters morning. Basic route instructions were handed out, pleasantries and cheek exchanged.

I don't know why we bothered with the route instructions because at the second direction the first three cars all went in a different direction!

Amazingly however all arrived in good time at our morning coffee stop in Lawrence at the Prospector Café, after admiring the frost coating the countryside along the way. All of the cars soft tops (and one tin top) remained securely up.

The Parks from Tapanui linked up with us at Raes Junction and we continued on through Central Otago to our Lunch stop at Omakau Hotel. There we were joined by the Katons (Cromwell) and Hurleys (Wanaka) who bravely arrived top down and it has to be said a little chilly.

The team at the Hotel had open fires burning and plenty of hot food to warm everyone up.

We then continued on State Highway 85 through Becks and Wedderburn and on to Naseby and our accommodation at Naseby Lodge. We met for pre dinner drinks in the Lodge Lounge before a short walk to the Black Forrest Café for Dinner and a most enjoyable evening.



A frosty night with clear sky and canopy of bright stars made us think the weather forecasters had their predictions for snow to fall overnight quite wrong.

I was woken around seven in the morning by the noise of a contractors truck fitted with a snow plough clearing the road below the Lodge. A peek out the window confirmed 4 to 5 centimeters of snow had silently fallen early in the morning. After breakfast snow was cleared from Windscreens and cars started (all behaved very well) a good test for batteries. We slowly drove the short distance to the Maniototo Curling Rink for the Deep South Groups Annual Curling challenge. We were split into teams and the battle commenced, we wont go into details suffice to say intense and competitive curling was in evidence and on the day the best team won (whoever that was).

A couple hours on the ice is about enough when you are not used to it. The temperature is kept at -4c, which was actually warmer than the temperature outside at that stage anyway.

By the time we left Naseby to drive to Waipiata the roads were largely clear of snow and ice and we had no problems.

We had a most enjoyable lunch at the Waipiata Hotel, said our farewells and headed in various directions to our homes. Apart from the odd flurry of snow everyone arrived home safely.

After several years of organising the Curling weekend, Susan and I called for volunteers to carry on next year. We are pleased that Mark and Vicki put their hands up and I am sure we are all keen to support them .

Brian



POETRY PAGE

I have a little satnav
It sits in my TR
A satnav is a driver's friend
It tells you where you are

It gives me full instructions
Especially how to drive
It's 60 miles an hour it says
You're doing 65

It tells me when to stop and start
And when to use the brake
And tells me it's never
Ever safe to overtake

It tells me when the light is red
And when it goes to green
It seems to know instinctively
Just when to intervene

I have a little satnav
I've had it all my life
It's better than the normal ones
My satnav is my wife

It lists the cars just in front
And all those to the rear
And taking this into account
It specifies the gear

I'm sure no other driver
Has so helpful a device
For when we leave the TR
It still gives me advice

It fills me up with counselling
Each trip is pretty fraught
So why don't I exchange it
And get a quieter sort

Ah well you see, it does some good
Makes sure I'm properly fed
Looks quite good in the TR
And keeps me warm in bed

Despite all these advantages
And my tendency to scoff
I do wish once in a while
I could turn the darn thing off !!

PS

For any readers who might be offended by this piece, please remember that poetry is designed to provoke, make us think, and improve society.

And the editors just publish what they are given !



TOP O` THE SOUTH

Tucked away in a reasonably remote part of the country, the small town population provides little chance of travelling with other Triumph Register members. Any opportunity, however feeble, to get the TR3A out on the road, must be acted on. Whether it be in the company of Triumph owners, classic owners, or merely “driving the lonesome road”, the objective remains the same..... the pursuit of driving pleasure.

Below is a little account of swooping on opportunities as they arose..... Three entirely different outings in the space of a fortnight.

Mens' Shed Business In Nelson.

A national Mens' Shed conference in Richmond, Nelson, required me to attend and represent Picton. A good opportunity to show my TR3A some of the countryside beyond our western boundary.

Off on a very early morning start, with Richmond a leisurely 2 hours' distant. Havelock was reached 45 minutes later, and with sun just breaking over the hills, I was feeling the effects of being on the road too early. Not suitably dressed for the early morning chill, and travelling topless, it was time for a thaw out. Pulled up just as a cafe was opening. Scoffed a hot pie, washed down with a flat white. Fattening but fortifying. The onward journey to Richmond continued.

Three days later, with Mens' Shed business transacted, it was time to head back home. I'd departed Picton with a full tank of gas, and planned to top up in Richmond when homeward bound. With the tank registering half empty on arrival, I doubted my chances of making Picton without taking more on board.

A huge queue at the Richmond petrol station, I decided to carry on and patronise one at Nelson. Ditto, there ,too. Petrol stations doing a roaring trade, so elected to press on and find one en route . I didn't! Passed one, but it was late in the day and it was closed. Nothing for it, but to keep driving. Things were getting deperate. New territory to me, growing dark, everything closed, petrol gauge reading EMPTY and not sure how many kms away Picton was.

Ridiculous driving. Very, very gentle on the accelerator, turning off the engine while waiting at give-way and stop signs, and coasting down hill without the engine on.

Whew!!!! Made it back to Picton.

And straight to our 24 hour service station. I worshipped that petrol bowser, for once never cursing the price of fuel. I'd have happily paid , without quibble, no matter what the price.

Rotoiti Classic Boat Festival.

The following Saturday a mate and I took the TR3A to Nelson Lakes and attended the Rotoiti classic boat festival.

Lying at the northern extremity of the Southern Alps, and in alpine territory, one can never be sure of Rotoiti weather. We copped light misty drizzle as we ascended the Wairau Valley and gained altitude, but cloud lifted at Rotoiti and the weather was reasonable.

A great day's nautical entertainment. In addition, the organisers had set aside an area for "classic car" parking. I still feel smug when I look at the photo below. I know this will be the only time I'll get the TR3A in "pole position", ahead of such marques as a Daimler-Jag, a Morgan Plus 8, a Daimler Dart SP 250, and a Jag XK 150.

Marlborough Hospice Fundraiser.

The following morning, after a quick polish, the car was off to Blenheim. The Nelson/Marlborough Classic Motoring Society hosted a classic car show as a fundraiser for Marlborough Hospice. I placed the TR3A on display to add to the fundraising effort. A great cause, and worthy of classic motoring support.

Bill Rogers

PICTON.



The Registrar Reports...

While in Thames recently I was able to catch up with a genuine one-owner 1972 TR6...CP76021 is still in very good original condition, and a little bit of TLC would soon have it looking quite presentable. The car has registration on hold, but has not had a warrant-of-fitness since 1995. The odometer shows 38,062 miles.... Also in Thames is the ex Alan Dietschin TR2, Commission Number TS3709-O.

Two other TR6s (and their owners of course) have recently joined the ranks of the Register after being 'missing' for some years. Both are Mimosa yellow 1974 models.

Julian Jones in Auckland has recently purchased CR5333-O and I believe a major body-off restoration is already under way. This car was in great order when last in the Register in the mid-80s when owned by Ray Glover. It was last seen in the hands of TV actor and producer Sean Duffy, but has been off the road for much of the intervening years, and has 'suffered in storage'.

After a sojourn in Nelson and the southern NI, CR5570-O is now in the hands of Matt McLean here in Auckland. Haven't seen it yet, but from photographs it looks to be in very good order.

Brian and Raewyn Cannon's TR3 (TS16239-O) has now passed its VIN inspection in Whangarei and is now 'on the road', resplendent in an excellent shade of red. We will be looking forward to seeing this car at the National Weekend in Wellington, if not sooner! Take a look in the inside front cover - a car to be proud of and enjoy for sure.

TR2 TS7583-O rego. BJ 1940 is now in the hands of Brian and Carol Thomas in Christchurch. This car was rebuilt to a very high standard by Ian McIvor several years ago.

If you've been studying our website, you will already know that Wayne Stark has his 1965 TR4 for sale. Wayne has owned this car for 33 years so is able to verify the mileage at 120,000 and the car is 'original, unrestored and rust-free'. There's a TR7 there too, also owned by Wayne for 33 years and also in great order. You can contact Wayne at (03)449-222581.

The Mysterious Speed Models – Part 5

To recap, three of these speed models were built to replicate the original Jabbeke TR2 which set a mark of 124mph on the Jabbeke highway in Belgium as publicity for the then-new TR2... Earlier episodes of this story covered the discovery of TS612-SPO which is now under restoration by Shane Taylor and Barry Wilson.

We knew that a second car TS767-SPO was delivered new to New Zealand, and a third (TS19SP-O) is believed to be somewhere in Canada.

We have been looking for TS767SP-O since its unique history as above



was revealed to us a couple of years ago, and I did hear a rumour about a TR2 'barnfind' somewhere in the Thames area. Our records were started in 1976 and are quite detailed, but this car eluded our searches until....

About three months ago I received an email from a Thames gentleman along the following lines:

I am contacting you regarding a TR2 I have had in storage for many years (since 1970 approx) as a restoration project. But the years have passed and I have decided to sell it. I contacted Steve Payne and he suggested you may be able to shed some light on the history of the car. I obtained it in a damaged condition from a firm

Sports Car World in Auckland around 1970. The registration number is/ was

So, out of the barn (carport actually) emerged another TR2! Frank Cleary and I were soon on our way to inspect this car, and verify it was the missing Speed Model (see photo on next page).

Indeed it was, but in a very sorry state. It was an insurance write-off with substantial chassis and rust damage, and evidence of a hard competition life. The motor had been swapped for a Vanguard unit, and the front valance had been exchanged for a TR3A version. A start (long, long ago) had been made on 'restoration', with a fibreglass wing, and two new doors rather cleverly constructed from wood and fibreglass. Many parts were missing, but we did

find evidence of its original black paint and blackberry trim, which was later confirmed by a British Heritage Birth Certificate.

Frank was soon interested in obtaining the car to add to Anne's fleet, if only to save it from the local rubbish dump. A fair price was eventually negotiated, and the many bits and pieces now rest safely in a rather large shed in Katikati, alongside the 'numerous' other TRs that Anne has felt sorry for....

So, the quest for TR parts begins.... If you happen to have any old TR bits hidden away in a dark corner of your garage, please contact Frank. He would just love to find Engine No. TS750E!

Kevin Tinkler



Tech bits and pieces

Indicator noise article, Stephen Rofe

After I fitted a Rack & Pinion steering system to my TR2 I noticed that I was forgetting to cancel the indicators, especially on bright, sunny days when the dashboard indicator light was less noticeable.

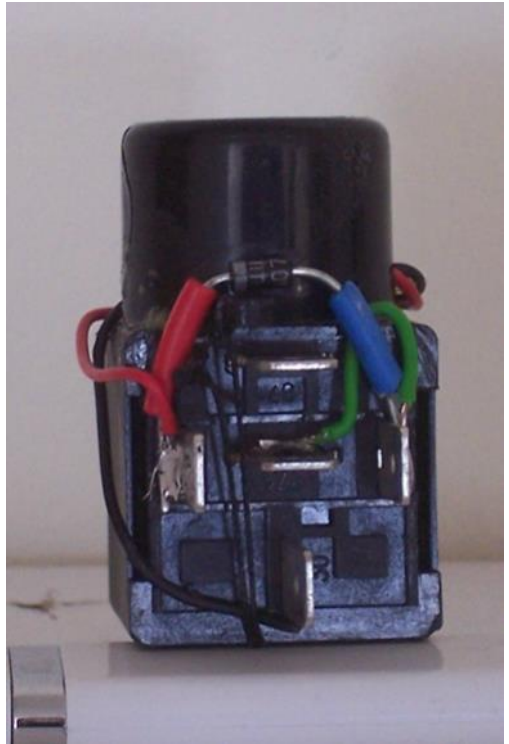
The easy fix was to connect a piezo transducer (squawk sound) cross the dashboard lamp. This made a nerve grating sound during the period that lamp was lit, to the degree that it was a motivation to return the indicator switch to its neutral position (especially if waiting at traffic lights for an appreciable period).

During one such episode, a comment from the passenger seat gave inspiration to concoct a more friendly reminder. The idea was that the piezo and a relay should be operated at the same time from the original source. The piezo starts immediately but the relay takes a very short time to operate and its contact opening would interrupt the supply to the piezo. Thus at the start of each flash of the indicator dash lamp there would be a click from the relay and a “pip” from the piezo. When situated under the dash at the driver’s side the sound is noticeable without being annoying. The relay alone makes a reasonable “click” but not enough in traffic (for me).

Parts sourced from Jaycar:
Total cost approx \$15

30A Horn relay SPDT
P/N SY4070
Mini Piezo buzzer
P/N AB3462
Diode 1N4007
P/N ZR 1007

The relay has a drilled metal tag to attach it to the car



The piezo is glued to the relay with contact adhesive or RTV

The piezo red wire soldered to tag 86 (coil) and the black wire soldered to tag 30 (moving contact).

Tag 87 (normally closed contact) is connected to Tag 85 (other end of coil).

The diode is connected between tags 86 and 85 with "bar" to same tag as red piezo wire as shown.

The wiring from the car chassis and indicator lamp connect to tags 85 and 86, ie across the relay coil.

It is important that the positive wire goes to the same relay tag as the red wire from the piezo and the negative wire goes to the other relay coil tag, irrespective of the car's polarity.

Notes:

The relay coil can generate a very high reverse voltage at the instant of being switched off (much like an ignition coil) damaging LEDs and electronic flashers if fitted. The diode prevents this.

Manufacturing tolerances may result in much less noise, the "on" time of the piezo having been reduced. This can be increased by adding a 50 ohm half Watt resistor between one of the coil tags and the rest of the circuit such that the car wiring connects directly to the piezo red wire and to the coil tag 86 via the resistor. Leave the diode across 85 and 86. If the resistance is too great the relay will not operate and the piezo noise will be in long blasts.

Another technical article on electrical systems

Electrical Theory - by Joe Lucas

Positive ground (they meant "earth") depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke".

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical

component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.

The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward. Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defence secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd.

And remember: "A gentleman does not motor about after dark."

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

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

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

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TR2/3/3A parts

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the internal workings, including the horn
push and spring, contacts, base,
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07 8647223
sjandbbirdsall@clear.net.nz

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Ph 036126644

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prefer complete kit including
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capping pieces,
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Also want aluminium drip channels
for hardtop.

Pete Drummond
027 2218698 or 03 3841807
peterdrummond@radionetwork.co.nz

1972 TR6 parts

Steering lock/ignition switch
& crash pad unit.
Lucas distributor 4219
Fuel cut off inertia switch. 153052
Plenum Vent lid assembly. 705242
Front flasher lamps. LH & RH. 215245/6
Timber dash fascia & glove box door.
1960-1972.
Dash crash pads LH & RH. 812081,
818411
Switch plinth. 718787
Centre dash support bracket. 815721
Dash ball vents x2.
Door handle, remote control RH.
712839

Frank Cleary
0274393146
or fhc@babbage.co.nz

TRansactions

WANTED (cont'd)

TR6 carbie system

Inlet manifold and twin 1 3/4 inch
SUs etc to replace PI injection 71 TR6

Brendan
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And badge bar

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jandbbirdsall@clear.net.nz

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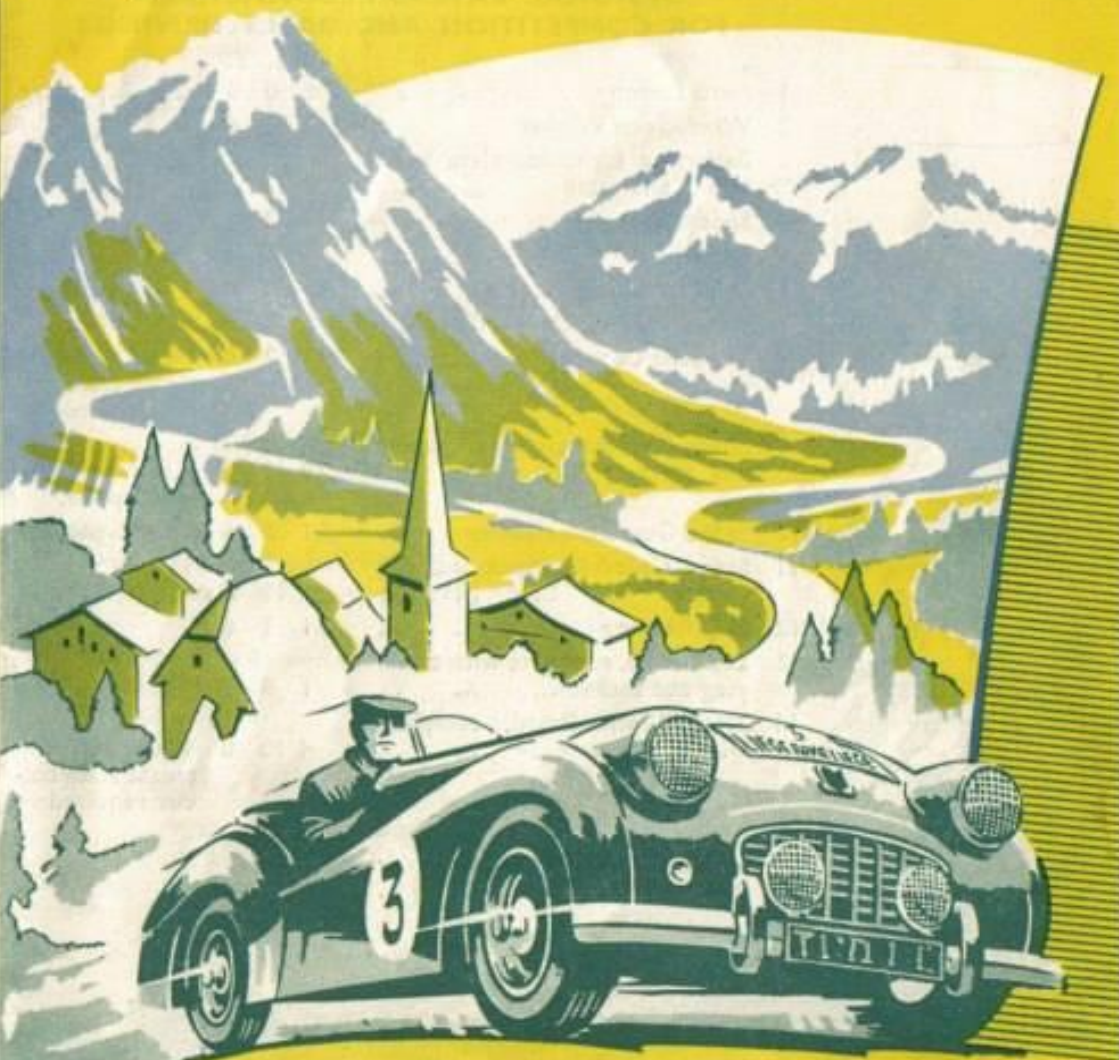


TR6 Shooting Brake above – smart. And something less smart below



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