

# TRansmission





**Colin Deaker ....  
and some other DSG members**

**Curved bonnet and curved  
roads - the Gentle Annie Rd in  
the Hawkes Bay**



# Transmission

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## FRONT COVER

**The Canterbury team at Lake  
Kaniere.**

**See story on Page 8.**

*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



Leading up to Christmas our life in the world of the TR has been busy as I'm sure yours is, as summer establishes itself.

In September Ann thought the gap in the shed needed occupation so TS767SP-O came into our lives or rather the remnants did. It's best described as raced rallied, rolled and written off. As David who has taken on the task of rebuilding the chassis and body says, it just may arise again. So the search is on to acquire those essential missing components long since lost from the project. So far we have managed to find a number of these in Australia courtesy of members of the TR Register Australia.

October saw us attending the TR Register Australia's annual concours at Echuca, Victoria as part of the initiative to establish closer ties between our organisations. Never have I seen more than 60 sidescreens in one place and more surprisingly displaying far more colours than BRG and red. TR historian Bill Piggot as a guest demonstrated his considerable knowledge of the sidescreens and TR's in general, the result of his many years of research.

November was the AGM where the preparation is disproportionate to the meeting duration. This year saw a large turnout of members where three of the committee were re-elected having come to the end of their 3 year terms. They included Robert Johnston, Alisdair Keucke as Secretary and myself returned as President. The Constitution calls for the office of Vice President; Ian Harris was elected, the first person to be appointed to this position. Our congratulations to Ian and my thanks to those of you that attended the AGM in support of your club. As can be seen by my annual report and the accounts published in this issue of TRansmission the Register is in good heart. In addition, from a financial viewpoint, it is able to maintain the annual subscription at \$40 and also make contributions to the membership primarily through the National Weekend.

Peter Parker has stepped up and taken on the role of the Waikato Group Leader. Peter runs a lovely TR4 and we look forward to seeing the TR leading the Waikato runs. Thank you Peter.

We joined a number of Register members to say farewell to Barry Wilson on his final journey. Linda and Barry's family and friends described a chap who led by example - not only was he well known for his activities with his cars and clubs, he was also very active in the Taihape community. There will be a few of us that will miss his practical assistance when the TR breaks down again on the roadside.

Christmas has snuck up again. Is the tree decorated, presents carefully wrapped, and the garden looking a picture? If so its time to relax and imbibe, in moderation of course.

A very merry Christmas to you all, see you next in Wellington.

**Frank**



# TR REGISTER NEW ZEALAND INCORPORATED

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## **President's Annual Report**

**13 November 2013**

This is the end of my first term as President of the TR Register NZ. I find time moves noticeably quicker these days and the 3 years has gone in a flash. When put in the context of the Register having been founded 28 years ago, like our TR's we are only the custodians of our club at this point in time.

So let's look at what's happened over the past year.

Auckland was not only the host but also the venue of the 2013 National Weekend and the organisers were rewarded with an attendance that exceeded all expectations. Those that attended hopefully enjoyed "our town" and the varied programme offered. The display at the Viaduct was extremely successful, our marque attracting a lot of interest throughout the day. The mix between events and time available to socialise was nicely balanced and many took the opportunity on Friday to team up to play at tourist and experience the delights that Auckland can offer. Although the marque like many owners may be a little long in the tooth this did not prevent the red mist appearing during the "display" laps of Hampton Downs as the TR's were well exercised that afternoon. Our thanks go to the organisers Ian Harris, Alisdair Keucke, Kevin Tinkler for their organisational skill and let's not forget Sheriff Barry Rickets and Deputy Glenn Wilcock who ensured our contribution to the charity "Canteen" was painless and lots of fun. The now traditional after-tour ventured north and participants successfully explored the coastal routes and Bay of Islands, some even venturing to Cape Reinga.

The worldwide TR fraternity is very mobile and not only have we had overseas visitors attend our National Weekend but as travellers we attend many of the overseas events also. To my knowledge our members this year have attended events in the UK, San Francisco, Norway and Australia. We have seen visitors from the UK, Denmark and a South Island tour by the TR Register Australia. Geoff James the President of the TR Register Australia and the rest of the tourists were blown away by the hospitality extended to them by our South Island members during their tour earlier this year, in fact he spoke fondly of it during his address to members at their recent National Concours event in Echuca and asked that I convey heartfelt thanks on his behalf to the mainlanders.

You may recall in my 2012 report I mentioned that I had met with TR Register Australia representatives to explore how we might liaise more closely. Ann and I together with a few other New Zealanders accepted the open invitation to attend the TR Register National Concours event in Echuca, Victoria. The Australian hospitality was extremely welcoming and we can only encourage you to attend the 2014 event to be held in Canberra. We hope to see some of our Australian colleagues attending NW14.

A warm welcome to the new members that have acquired a TR and joined the Register in the past year. Membership numbers usually hover around 300 and this year is no exception. Renewals have been sent out, so can I encourage you to return these promptly in order that we can maintain our membership numbers.

Our financial position as you will see from the balance sheet is very healthy and a small surplus has resulted. Each year the Committee sponsors aspects of the National Weekend that are over and above the event fee as a means of adding a benefit to membership. Typically this includes the Cook Strait crossing, a gift at registration and prizes, along with a contribution to the Saturday evening dinner. Subscriptions accounted for 58% of the income, the necessary balance to fund the operating budget coming from other sources. One such example is that each year Alisdair Keucke actively participates on the Eilerslie Intermarque Concours Committee, as a result the TR Register benefits from a share of any surplus that is recorded. This year our share was significant and has gone some way to assist we meet our operating budget while maintaining the annual subscription at \$40. Members funds are effectively managed by Trevor Hynds who as the Treasurer ensures that the financial reporting is both accurate and timely.

In the regions the TR Register activities are popular this being particularly so on the mainland where the Deep South and Canterbury groups lead us by example. That said all Group leaders make their contribution to the membership by organising the many successful events that are available for us to participate in each year. After many years of leading the Waikato Cazna and Steve Payne have stood down, their contribution to the Register was recognised by their appointment as Life Members a short while ago. On behalf of the membership and the Waikato members in particular can I extend our thanks to Cazna and Steve for their dedication to the role. Peter Parker has now taken on the Group Leader role with Ian MacPherson acting as the convenor in the Bay of Plenty. Alisdair Keucke has taken on the role of Auckland Group Leader temporarily, in addition to being Secretary to the National Committee. This is in the short term only as we continue to look for a volunteer to take on the role.

Sadly Ron Brooking and Barry Wilson passed away this year, both enjoyed their interest in cars and were long term members of the TR Register. Both were extremely knowledgeable and generous with their time and they will be missed by all that knew them. It was fitting that TRs were in attendance at each funeral and I hope that in time we might see Ron's and Barry's families exercising their TRs at Register events in the future.

The website was launched 18 months ago and has been designed to allow the members to actively participate by using the forum, posting classifieds and in addition a page has been provided for each Group to populate. The uptake by the membership has been slow thus far and it would be good to see more participation by us all. As requested at the National Weekend Forum the membership list is to be posted onto the website, the intention being to make it available at the end of the current renewal programme. Webmaster Brian Sadgrove is planning to expand the links to relevant technical and general TR information sites that are out there on the web for our use. If you have come across sites that you think are useful please send the link to Brian.

*TRansmission* continues to arrive on our doorstep, and as I have said in the past I regard it as an exemplar club publication and we are fortunate to have such a dedicated editorial group. Contributions from members are always topical and make very interesting reading. To the editorial team Stephen Higgs, Brian Hope and Trevor Payton, thanks guys.

As Registrar Kevin Tinkler keeps track of the TRs throughout the country and maintains the records for each of the models. Many are now moved to electronic record and Kevin relies on various mystical sources to keep up to date. Kevin has now unearthed the last of three TR2 SP models that were built as replicas of the speed record car that achieved 125 mph in 1953. TS712SP emerged from 40 years of hibernation in Thames during 2013 and Kevin has now obtained more information on the first find TS612SP including the original bill of sale from the family of the first owner. Kevin's discovery work has generated a lot of interest overseas in the TR fraternity so we are fortunate to have them in New Zealand.

A key aspect of the Register is the spares service, ably managed by Kevin Glover and Ian Harris. The stock lines held are selected to assist us keep the TR on the road. At the NW13 Forum the clear message from the members assembled was that they saw value in the service and confirmed that it should continue. Feedback to the committee such as this is important as we are there to ensure members expectations can be met as far as we are able. We restock twice a year and on the back of that are able to offer an indent service to members. This allows us to purchase at the Register trade rate and share in the cost of shipping. At present Ian Harris has taken on the complete spares role during Kevin Glover's extended holiday.

In the role of technicalities Robert Johnston is in the process of undertaking a study of alternative PI fuel pump kits and has extended this to overdrives with the ultimate objective of being able to provide guidance to members. This will be a valuable resource when completed.

There are many who contribute to the operation of the TR Register including the Committee, Group Leaders, Registrar, Spares, National Weekend organisers and those who convene the regular runs that we all enjoy. To each and every one of you on behalf of the Register I extend our thanks as your efforts make this the very successful and active club we enjoy. Let's also recognise here the role that our wives, husbands and partners play by giving us the time to contribute as we do.

My thanks to you all.

**Frank Cleary**

President TR Register New Zealand Inc



# *EDITORIAL TEAM* *TALK*

Not many sleeps left until the big day, as we write this, and even fewer as you read it. Whether you've cruised into Christmas in fourth, or raced in trying to keep up, revving hard, in third, it's time to enjoy having arrived.

Christmas, and the holidays that follow for those lucky enough, is a time to relax, eat, chat, and enjoy whatever leisure pursuits take your fancy. Hopefully, that will even involve the odd TR.

You'll see in this edition of TRansmission that the various groups have been making the most of the improving weather and there are some excellent reports of runs over the last few months.

Robert and Stella have been TR-ing a bit further afield than most of us, in Norway, so as promised in the last mag there is a story about their trip which is well worth a read.

As our readers, you often tell us that you really enjoy reading about members cars, so we are delighted to bring you three such stories in this edition. Thanks to Ian Macpherson, Tim Bradshaw, and Brian Cannons for sharing their tales, and some nice photos, with us.

Speaking of photos, we make another plea for you to send us more of them. We are keen to show photos from all around the country, representing all regions and our wide membership, so we need you to help us do that. For those who regularly do so, thanks and please keep it up.

So have a very Merry Christmas, and we look forward to catching up in 2014.

*Stephen, Trevor, & Brian*

# Canterbury Tales...

Well here we are on the first day of December as I write this, and the crazy season is well underway. Just been to the Warehouse to buy some new Christmas tree lights; \$11.00 for 100 LEDs. At that price it is just not worth trying to untangle last year's bundle of wire and incandescent lights, half of which won't be working anyway. Our five year old Granddaughter Eva, entertained us on the way to the Warehouse with her rendition of their jingle. Ah, the power and reach of advertising you might think; all the way down to five year olds. However, Eva's version of the jingle ended with "where everyone gets a rip-off". She doesn't understand the marketplace yet. While being entertained, I feverishly watched my speed, as the inherent inaccuracy in my speedometer, which was perfectly OK yesterday, is now likely to turn me into a serious law breaker for the next two months. I personally find more danger in constantly watching my speedometer than in travelling momentarily at 105kph. I guess the law makers are relying on drivers being 'persuaded' to travel below the speed limit to avoid fines. For me, this is going to make driving the TR over the holiday period a little frustrating, but we do want everyone to be safe on the roads over the holiday period.

Since the September issue the Canterbury Group has had several well attended social gatherings in and around the City, with the last for the year held at Cassels Brewery in Woolston. It's a great venue, a micro-brewery using part of the old Woolston Tannery buildings. And we had 32 people there, including one new member, Jeremy Foate, and two intending new members, Carole and Mike Lester. Jeremy has acquired Keith Allott's lovely TR6, and Mike and Carol are importing a TR4a from the UK, which is a doer-upper. Mike is going to be busy but he is clearly very enthusiastic about the prospect ahead. We had young Maeve there (and her parents) and she was picked up by almost everyone, without making a peep. What a good baby. We are always delighted to see all our members at these functions, and very worthy of particular note was Sue and Wyllie Evans' attendance (they live a good two hours drive North of the venue). Wyllie and Sue are retired farmers in the Hurunui, and we know that farmers have to do a lot for themselves, so are often very good with their hands. I am sure Wyllie does the maintenance on his two TRs. Sue has been on a crutch for several months now, having had 2 hip replacements. Given the length of her recovery, I'm beginning to wonder whether Wyllie did the work himself. Joking aside, their effort to join us is very much appreciated given the distance travelled and the awkwardness for Sue getting in and out of the car.



**Part of Canterbury group at  
Cassels Brewery**



**And at the other end  
of the table**

In October, at Labour weekend we had a trip to Hokitika. We started the trip on Saturday morning when seven TRs and a Toyota met at Darfield on the West Coast Road, for lunch. Now, after reading this you are going to get the idea that we suffer a lot of bad weather hereabout. In my report in the last TRansmission, I talked about the high winds we had suffered. Well, when we met at Darfield for this trip there was another, equally violent storm brewing. From the weather forecasts, we knew we could expect rain on the West Coast (who doesn't expect rain there?), but the high winds on our side of the divide were a bit of a surprise. It was one of those storms where there was a bright blue sky with high cloud. I think all the TRs arrived with their hoods down but we could see the wind was bad the moment we got out of our cars at Darfield, when one of our number lost control of their car door and the wind whipped it open and creased the panel! While sitting in the café over lunch, we could see bits of debris flying past, and the café advertising board was blown over and flew someway across the ground; frighteningly towards the parked TRs. Less hardy souls would have called it quits at this point. The collective stoicism of our group ensured we would push on. Other than being shoved around the road by the wind, the drive was not too bad. There were plenty of big trees blown down in the paddocks, though.

We hit the rain just over the summit of Porters Pass. It was heavy and relentless, and was almost horizontal from the wind. It was the worst rain in which I have ever driven the TR. As you could imagine, there were no spectacular views of the mountains to admire. There were however, after crossing the bridge at Klondyke Corner, roadside water chutes every few hundred metres, many of which were so strong they were spilling well onto the road and needed to be given a wide berth. We arrived at Arthurs Pass Railway station for a comfort stop. I think everyone's cars were completely steamed up with condensation and one car was misfiring, due to water in the electrics. The wind was howling and the rain driving in. It was so bad the

keas were sheltering under the eaves of the platform and could not even be bothered to come over and chew our windscreen wipers. Keas have been shown to be incredibly intelligent creatures among the animal kingdom; from the way they were watching from their sheltered vantage points, I am sure they were thinking the opposite of us!

After a very short comfort stop, we pushed on. After another 1km and with a little more altitude (not much), the sleet started. It was unpleasant to be on the road, but on the good side, all the cars were running well and the summit, and therefore the drop down and out of the clouds was not far away. Things improved slowly as we got lower and it was at Kumara that we broke out of the relentless rain into patchy rain. By the time we reached the motel in Hokitika there were patches of blue here and there, but still way too wet to enjoy a glass of wine in the Motel garden. So we resorted to a room party with 15 of us crammed into the lounge area of our room.

After drying the outside of ourselves, and wetting the inside, we made our way to the Beachfront Hotel for dinner, some of us on foot, which got us another soaking. I think by this stage we could not have cared less about the weather, as we were having such a good time.

Sunday morning was good. There was plenty of rain overnight, but it cleared up after breakfast. A few of the cars need to be aired to dry them inside. We were able to take our roofs down for most of the morning and some of the afternoon, between showers. We took a drive up to the Hokitika gorge, stopping at the memorial to the five people shot by Stanley Graham. The memorial is positioned where the gate of the Graham house once stood.



**The Kowhitirangi Memorial**



Looking west at the Bealey

On Sunday afternoon, we took a drive on the local back roads, finding an interesting grotto on the way south to Ross. We checked out the Empire Hotel in Ross – if ever passing through Ross it is worth stopping to see this classic West Coast Pub. On our way back to Hokitika we stopped at the Mahinapua Hotel (famous for cheese ads). Not so much worth a visit. We got back to the motel and again all squeezed into one room. The wine and chatter flowed freely and we indulged ourselves with dinner from the local fish and chip shop; best fish I have had since Wanaka, and much cheaper, but that's another story.

On Monday the weather was glorious. After breakfast we set off on a slow journey for home, via a few spots of interest. The first stop was Lake Kaniere, a beautiful spot inland from Hokitika.

After this, we visited Londonderry Rock, just outside Kumara. This is situated among old gold workings, in the bush. The 3000 ton boulder was sluiced out by the old miners and apparently rolled downhill. The town of Kumara shook violently, with people thinking an earthquake had taken place.

We then made our way back over the Alps, for lunch at the Bealey Motel. What a commanding and beautiful setting this place has, overlooking the upper stretches of the Waimakariri River. They serve a good lunch and it's a great place to stop, for a cold drink.

The end of lunch saw the group break up and head home to Christchurch individually. We got to see those beautiful mountains and valleys we had missed on Saturday. It was roofs down, all the way home. This is what the essence of owning a TR is all about; great drives and great company. Safe driving every one.

*John and Denise*



# ECHUCA CONCOURS 2013

Our main holiday each year has been, for some years now, the TR National Weekend & after-tour and now we add the other important vacation date – the Australian TR National weekend! It seems as though I am doubly blessed.

This year the Aussie event was held in Echuca, Victoria and what a perfect location it turned out to be. Echuca's main claim to fame is that it was once the world's third largest river port and as part of the historical redevelopment of the port area a 50 metre segment of the original 750 metre main wharf has been rebuilt, making it easy to imagine what a huge and bustling operation it was. The river traffic was paddle-steamers and there are all the tourist things to enjoy which I did. The paddle-steamer engine was a huge thing and very impressive to watch in action. The area around the port is being maintained as it was in the port's heyday, even has wooden gutters which was something I have not come across before.

The Aussie event is much more low key than ours, and since the weather was blistering hot it was just as well that very little zooming about was involved. Echuca was the base and the whole weekend event was in the town, pretty much all was in walking distance and the focus was on fellowship, and the cars of course! Saturday evening required us to wear masks (thank you \$2 shop) and the mask-making overachievers had really excelled – check out the photos on the Aus TR site!



Courtesy buses took us to and from the main evening events and even the aftertour stayed in Echuca in the evenings and took country runs during the day. The concours was in a beautiful spot (beside the muddy Murray river), a natural amphitheatre on two levels with the competition vehicles in the lower arena and all the others, road class, circled around on the upper level, on manicured grass amidst trees. The Aussie TR Register is sidescreens only and I loved that the colours that are popular are not dominated by red and green, although those colours are there too but shared with the powder blue and primrose yellow so suited to these little vehicles!

We were instantly popular but I think the reason for that lies in pieces in our big shed. We are under some pressure to take our little machine to visit Aussie (once it becomes a vehicle of course!). Fellow Kiwis the Bennetts and MacPhersons also attended. We had a wonderful time with very sociable people, plenty of eye candy and great weather. We followed this with a mini after-tour of our own through Victoria state, finishing in Melbourne visiting two of our children who presently live there.

The challenge will be can they do better next year? The extra challenge is that the location next year is Canberra and I have heard some bad press about that city but you can't believe any of that unless you check it out for yourself can you?

*Ann Cleary*



Above - First Aussie assembled TR3,  
now owned by Lewis Gray, ex DSG  
member now living in Oz

Below - this TR2 is a bit special,. It  
recently completed a full  
circumnavigation of Australia





# Hawkes Bay Happenings...

It was with much sadness that we were advised of the passing of longtime TR Register member and friend to many, Barry Wilson. He was a true gentleman, always happy to chat about TRs and help anyone who might have a problem. He had a passion for TRs, particularly the sidescreen cars, and in fact kept a very comprehensive Register of these cars in New Zealand. Barry and Lynda attended many National events and always in their TR2 with roof off and battered suitcase on the bootrack.

Our sincerest sympathies to Lynda and families. Barry was a wonderful man and will be very much missed.

Spring has well and truly sprung and allowed us to get out and use our cars. Ray and Carol Weir have got the TR7 back from the panel shop, Bruce Hislop is still beavering away under the bonnet of the TR2 (amazing how one thing leads to another) and Bruce Ironside has the TR4 well on the way to being mobile again after fitting an overdrive unit.

Our first run of the season was to Ocean Beach on the 13th October. A beautiful sunny day saw 4 cars meet at the Tandem Cafe in Havelock North for a coffee. It was fantastic to have Colin White arrive in his TR2, finally on the road although not quite completed. The Bevans (TR6), Weirs (MX5) and us in our TR2. A lovely coffee sitting



in the sun before heading over the hill to Ocean Beach. There were quite a few people on the beach including some hardy souls in swimming. We wandered along the beach and watched a couple of fishermen setting out motorised Contikis - very sophisticated longline fishing, although we didn't see their results. A picnic lunch and more chat until it was time to head home. A lovely day out in the sun in our favourite cars.

My next TR outing was on October 31st for a trip to Taihape for Barry's funeral. The weather forecast was for heavy rain so early in the week I put the roof on as it hadn't been used since the Nationals in Auckland. The day dawned reasonably fine in the Bay with a strong Westerly wind. I had my first ever drive over the Gentle Annie (now sealed). Not far into the drive I passed a young farmer on a Qaud bike stopped on the top of a rise who gave a friendly wave (or so I thought) only to find a cattle truck stopped in the middle of the road surrounded by a mob of sheep at the bottom of the hill. It certainly gave the brakes a workout! The rest of the journey was uneventful but very enjoyable. The funeral was a very moving experience with siblings, children and grandchildren speaking as well as acquaintances from the Taihape area all a testimony to the wonderful and sharing person Barry was. The interment was held at the cemetery which is on top of a hill and still the weather was kind - actually warm but windy. As I left Taihape I stopped and took the roof off and had a wonderful drive home - what a great piece of road.

Club nite that night held at the new Mexican restaurant in Clive. A good night with the usual group plus Bruce Ironside, home from the Middle East for this one. Service was slow and a bit expensive, back to The Station next time.

Our October run which had been planned for a couple of months was to Taihape! Unfortunately Joy and I were the only ones to arrive at the meeting point on a beautiful blue sky day. As there are no cafes on the way we had brought our own flask of coffee for a midway stop. I had noticed it on my prior trip and so we pulled into the DOC site at Kuripapango. It was magnificent, surrounded by bushclad hills and not a breath of wind. We wandered down to the river and skimmed some stones before walking back to the car and drinking our coffee - so peaceful. The drive on to Taihape was even better than the first time, as we rounded a curve on the river flats, there in front of us was a snow covered Mt Ruapehu. What a beautiful country we live in. On arrival in Taihape we called in on Lynda and spent a lovely few hours talking about Barry over coffee and lunch. We only wished we had made the trip a few months earlier so we could have talked with Barry. Another enjoyable drive home, aren't TRs great fun!

For those of you attending the Wellington Nationals, I believe the Post Weekend Tour is to cross the Gentle Annie - take the opportunity, you will enjoy it.

Joy and I wish you all a very Merry Christmas and hope Santa is kind to you, and the New Year brings everything you hope for.

Happy & Safe MoTRing

*Graeme & Joy*

TR REGISTER NATIONAL WEEKEND 2014  
THURSDAY 27 FEBRUARY TO SUNDAY 2 MARCH  
WELLINGTON, NEW ZEALAND



*At the time of writing, registrations are about to close for the 2014 National Weekend, and hopefully everyone who wants to come has registered and booked accommodation. If not, don't despair, as unless we have been inundated with last minute registrations there is probably still space for you and your TR! This is what the team has planned.*

- Thursday evening, as always, is registration and mixing and mingling, with the evening free for fine dining or fish and chips, as you prefer.
- The concours will be held at Southwards Car Museum on the Kapiti Coast on Friday morning, providing the opportunity to visit the Museum while cars are safely parked and judged (Saturday/Sunday is Southwards Open Day with bumper to bumper traffic, hence the visit on Friday.) For the ladies preferring a lazier start to the day before heading for the shops, transport will be available into town during the morning with a regular and easy-to-catch bus service when you're ready to return.
- On Friday night buses will take us to The Pines restaurant with views over Cook Strait to the South Island beyond.
- Saturday's run will take us into the countryside for morning tea via the scenic route around the southern bays. Travelling north we will traverse part of what will become the Transmission Gully highway on the way to the Kapiti Coast



and the picturesque village of Plimmerton for lunch. Saturday's dinner and prize giving will be held at the Brentwood Hotel, and we have a very special guest speaker arranged for the evening, which will have a Best of British theme.

- On Sunday we will stop for morning tea before heading out of the city northwards to the Hutt Valley. The lunch venue will provide a convenient departure for those continuing on the After Tour, similarly for those northward-bound home, or back to the ferry terminal (30 minutes drive max).
- We are pleased to see that a good number of people have expressed interest in the post weekend tour, which will take you up through the Wairarapa and Hawkes Bay to end in Taihape. If you have registered your interest in the tour you will probably have received further information about it by the time you read this, or will do very shortly.

The Wellington team looks forward to welcoming you to the Capital city. Once again, if you haven't booked yet, there is still time, but do it soon and don't miss out.

Please email inquiries to [trnwgtn@gmail.com](mailto:trnwgtn@gmail.com), or give Jonathan a call on 04 976 4070



# Deep South Group

Welcome from The Deep South, our last report before Christmas. Where has the year gone?

I always consider that the End of the Year Christmas Run run signals the start of the Summer motoring season and with this year's one just completed we should see lots of TRs out and about enjoying beautiful, sunny days as we had last Saturday. See the separate End of Year Run report starting on the next page.

The Monthly Get Together nights have been well attended and have been a great way of keeping up with what has been happening around the traps over the winter period.

The annual Auto Spectacular show was held late October in the Edgar Stadium. The Deep South Group once again had a stand in the show, where several of our members took turns to man the stand and talk to members of the public who showed an interest in our cars. We are hoping that we may have got two members out of the event. It's certainly a great way to show the flag, you think you know everybody in the area who has a TR, then at a show like this two people come out of the woodwork.



One piece of news that members may not have caught up with is that longstanding Register members and stalwarts, David and Christine Mehrtens, have moved their business, Mehrtens Kwik-Fit and David is now operating from home, focussing on classic car restoration I understand.

From the Deep South we would like to wish all the TR members throughout NZ all the very best for Christmas and a Happy and Prosperous New Year.

Jane and Trevor

# *End of Year Run 2013*

This year's run was destined to be an early start, we were advised to be at the Moeraki Boulders car park at 8.45am and be ready to leave at 9.00 am sharp. Some of our members chose to stay in the Hampden Motels so they wouldn't need to get up too early, the rest of the Dunedin members met at the Woodhaugh Gardens and were on the road by 7.30am. Even with this early start everybody arrived at the car park by the appointed time, much to the organisers' relief.

After the obligatory briefing and the "Me take your photo" session with a bus load of Japanese tourists we were off. Up the road, through Kakanui, dodging the bits of road that have fallen into the sea, through Oamaru to Glenavy and then onto Kurow, passing all the dairy conversions that have gone on in this area over the last few years. It's quite daunting seeing all these cows where there used to be sheep and seeing the state some of the roads are in in these areas! At Kurow we had our obligatory toilet stop.

We will not mention the DSG member (who will remain nameless) who thought that if you are driving a TR4 you need a cool set of shades. Now this member, thinking it would be even cooler if you saunter in to the toilets with your shades on (he had seen it on TV) as you will know some of these toilets have very subdued lighting, if any at all, and our cool member was busy trying to look down through his cool shades to make sure he was "in it, not at it" when his cool shades departed his nose and landed in the, you know what! Well, after half a bottle of his wife's sanitizer, several rinses under the hot tap and then trying to dry them under the hand dryer he was on his way a lot wiser and he was heard to mutter, "I'm really p\*\*\*\*d off I p\*\*\*\*d on my real cool shades, they didn't do that on the TV". Just a little aside to this experience, it certainly shows our age when, if you are organising an out of town tour, you now have to factor in toilet stops. It was once petrol stations, now it's, "have we got our pills and does anybody know where the toilets are!"

From Kurow it was up to the Waitaki Dam for morning tea, then on over the Benmore dam which was being guarded by the army. They were there as part of a combined military exercise that has been going on in the area over the last couple of weeks. It was quite an experience seeing the soldiers on the side of the road, fully armed and in full camouflage, hearing the guns going off around us as we were passing through. It certainly added to the day. Once over the dam and with none of our group getting blown or shot up, it was on to Omarama.

From Omarama it was over the Lindis Pass and then that great run down to Cromwell with the usual hold ups due to tourists crawling along looking at the scenery! By this time the weather as getting better and better and by the time we arrived at the Nose Restaurant at the new car racing facility in Cromwell it was getting very hot which made for great open top touring.

After an enjoyable meal it was on to Speargrass Flat to visit the car memorabilia museum of John and Glenys Taylor. A great display of all things motoring, from real cars, a bren gun carrier, model cars, rally score boards, you name it, it seemed to be there. We are lucky to have people like John and Glenys who have had the foresight to

collect all this memorabilia so people like us can look and remember when these things were every day items.

As we still had a way to go, we were given a hurry up, this time through Queenstown and up the side of Lake Wakatipu to Glenorchy. What a great run this is . We spend thousands of dollars to go overseas to see what we have here on our back door step, and it's free! Standing on the side of the road looking up the lake to snow covered Mt Earnslaw reminds us New Zealand is certainly a very special place!

Once we had settled into our accommodation and had a few beers to get rid of the dust, it was down to the local hotel for dinner. Dinner had been set up outside, looking up towards the mountains. It was a great night of fun, fellowship and scenery. What else could you ask for?



The next morning dawned fine but cooler than the previous day. We assembled down at the old Glenorchy wharf where many remembered having been there when the only way to get to Glenorchy was by the Earnslaw steamer. Our Sunday route took us back down the lake and out to Frankton and on down the other arm of the lake to Five Forks for morning tea. Then on the road again through the spectacular Southland countryside. This is great country for driving, little traffic, great roads and wonderful scenery.

The one down side is the number of dairy conversions that have gone on since we were last down in this area. They are just everywhere. Where once you saw thousands of sheep and trees, now it's cows and trees being cut down. If that's progress, so be it but you do wonder where it is all going to end. Our final stop for the day was the Black Gully Domain where we were magnificently fed and watered by the local church group. It was a perfect finish to a great End of Year Tour.

Our sincere thanks to our Central Otago members, Lindsay and Liz Pratt, Angus and Marg Katon and Ian and Lyn Grey. You did a great job.

Jane and Trevor



**Deep South Group  
at ..... guess where.**

**And the magnificent view of  
Lake Wakatipu on the way**





# Wellington Wafflings...

The Wellington TRs (two wedges, two Michelottis, a sidescreen, a GT6, and a TRBMW) embraced springtime with a Sunday morning run in early October.

We headed first for the hills north of Upper Hutt with a good little winding hill-climb to keep the drivers happy, and plenty of pretty pink blossoms for navigators to admire.

A sunny garden and vintage 1865 cottage was the perfect setting for delicious Devonshire teas before we headed west for a blast up Haywards Hill and onwards in the general direction of Transmission Gully.

Cruising up through the valley, a slower member of the public led the way and we could almost hear the gnashing of teeth from the lead TR8



from our place four cars back. Evidence of spring was all about us with tiny lambs running to keep up with mum, and birdsong all around us.

The lookout at the top of Paekakariki Hill provided the perfect spot for a photo opportunity and time to admire the view before heading down to the village for lunch at the local pub.

A great morning's run thanks to first time organiser Doug - look forward to a repeat!

For those travelling to Wellington for the Nationals, you'll also get to sample some of these great little roads - so near and yet seemingly so far from the madding city crowds.

Johnathan Petterson  
Rob Brettell



# City of Sails Area Report

Auckland, (as I mentioned in the last report) is always wet in winter. It is not cold, compared to other parts of the country, but we get our fair share of rain. It is not the sort of weather that entices you out in the TR, so most of us have been conserving our strength, waiting for summer.

The main event for winter is our Mid-Winter Christmas Luncheon, this year we gathered at the Villa Maria Vinery. This is a popular venue and once again was oversubscribed. We took the opportunity to present Jan & Marian Hendrix with an award as recognition of their service to the TR Register. Jan has recently retired as Auckland Group Leader after 10 years' in this role. Jan was also the recipient of the "President's Cup" for 2013 in recognition of his long service to the TR Register. Jan will be a hard person to replace; a volunteer is still being sought for this role.

Winter is a good opportunity to attend to all those niggling little problems that you have been ignoring all summer. My own TR has been off the road for the last few weeks having some oil leaks attended to. It seemed to be developing leaks from every known orifice, so while it was not being used; I took the opportunity to have them dealt to. So I can now head off with confidence knowing that I am not leaving my mark every time I am stationary.

With summer approaching we have a busy time ahead, starting with the 37<sup>th</sup> running of our annual Isadora Duncan Rally in early November. This year we headed south of Auckland to finish at the Agave Café on Kariotahi Beach. This year's event attracted the largest turn out we have had for a number of years with 20 cars taking part, including a couple from the Austin Healey Car Club. This was largely due to help and inspiration I received from Steve Martin; Steve has covered this event separately.

The Auckland Triumph Car Club held their annual Show and Shine mid-November, which attracted some of the best Triumphs in Auckland, all gathering on Vellenoweth Green in St. Heliers. We meet in the Wynyard Quarter in downtown Auckland to drive in convoy along Tamaki Drive to St. Heliers. This is not an easy task at the best of times and our convoy hadn't travelled far before becoming split up and infiltrated by Sunday drivers and cyclists. The supreme winner of the day, scoring the highest number of points of any car was Graeme Duff's superb TR2.

Last weekend, Steve Martin and myself tagged along with the Austin Healey Car Club members on their annual garage crawl. We started off at the garage of Michael Sexton to see his impressive collection, and then onto Fraser Cars to see what they are up to and then onto Bygone Autos and a talk by Mal Clark. There we spotted under a cover, the TR7/V8 race car owned by Peter Mence. Mal is working on it to restore it back to a road legal condition. Not an easy task as most of the parts required are missing. We look forward to seeing Peter and his TR7 back on the road and the track.

February 9<sup>th</sup> 2014 is the 41<sup>st</sup> Ellerslie Intermarque Concours d' Elegance held in the grounds of the Ellerslie racecourse. This is the prestige car event of the year and the TR Register over the last few years have been competing in the team's event with some degree of success. Next year's event introduces a new class into the competition called the Survivor Class. This is for cars over 35 years old, unrestored and in original condition. High marks will be awarded for originality and age in this class. So if you have a car that meets these criteria, we would like to hear from you.

## *Alisdair*



# Waikato Wanderings



Well what's been happening in the Waikato group, a monumental power shift has occurred! After many years, in fact so many we are not sure how many years, Cazna has handed over the job of area group leader. All of the members of the Waikato group thank Cazna and her trusty side kick Steve for all their work.

Around the district we have not got together with our cars, with many of the group being found in different parts of the world, a poor excuse not to take your TR on holiday with you. Even though we are still meeting regularly, every second Wednesday of the month at the Prince Albert tavern in Cambridge.

Tim Bradshaw has got his TR4 ready for registration and the world will be a better place when another TR4 is on the road. Tim has kindly written an article about the history behind his car - a great story, on the next page.

Now the sunshine has arrived I am sure I will be able to report more TR activity over coming months.

Regards

*Peter*

*The Transmission Editors welcome Peter to our wider team. The group leaders, among others, are regular contributors to the magazine that you enjoy reading. We couldn't do without them.*

*Peter had seemingly only been in the role 5 minutes when he received our reminder of the next Transmission deadline looming. Did he panic? Well I don't know, but he certainly provide his first report and in plenty of time.*

*Thanks Peter. We look forward to working with you.*



# ***TIM'S TR ROAD TRIP***

My adventure with the Triumph Motor Company began in 1975 in my hometown of Orange, Virginia, USA. The roads of my hometown were filled with Mustangs, Chargers and Camaros, so the TR4 did stand out in the crowd. My neighbour, the owner was soon to join the US Airforce, and after scrounging US \$450 from my savings, CT6860L was in my parent's driveway.

The original white paint had suffered under the sap of a wild cherry tree as had the interior without the benefit of a hood. Still, it ran, and even stopped if I remembered to bleed the brakes. With little money I was able to rebuild the engine, bog the rust and spray some royal blue paint over the white. In this condition the TR served me through my brief university stay and into my early working days. While I owned other vehicles over the years, the TR stayed in the custody of my sister or myself.

In 1988 I purchased an around-the-world airline ticket, with the first stop being in New Zealand. Little did I know that I would meet my future (and current) wife Trish at the beginning of the trip. I travelled on through Australia, Thailand, India and Nepal before arriving back in Virginia where the TR waited. After recharging both the battery and my bank account, I drove the TR across the US with passenger seat removed to better accommodate my worldly processions still in California. Not many people can say they have made a transcontinental move in a TR4! Through the 90's and early 2000's the TR served as an able second car and even survived the arrival of our daughter Hannah – as you know this event is often the demise of many a sports car...



Fast forward to 2006, and the TR arrived in New Zealand in the last 10 feet of a 40foot container with our other worldly possessions. Funny thing that once you could move in a TR and next time you need a forty-footer. So goes life.

The folks at Nostalgia Motors in Hamilton gave me the name of Steve Payne as an able TR repairman. The bog, long festering in places even I did not know about, soon revealed itself. Steve and I started in May 2010, with a sand-blasted chassis and a body shell in two parts. Three and a half years later, and countless hours spent, I am soon to face the folks at VTNZ, and register the still left-hook TR. Just as I drove it across America, east to west, I now hope to drive my long-time friend north to south along the length of Aotearoa. Thanks again to Steve and Cazna Payne, Peter Parker and the TR Register members for their support and advice during these past years, it has been a great adventure, which isn't over yet!

*Tim Bradshaw*



# *MY ASSOCIATION WITH TRIUMPH TR*

Back in the early 1970's my family moved from Auckland to a small farming community south west of Whangarei called Maungakaramaea. Dad was a builder and it was a time of the building lull so he got a job as a maintenance worker on a sheep farm.

Some time after that when I was about 14 years old our car broke down. The local mechanic / service station owner said he had a car we could borrow until he had fixed our car. The car was a 1957 TR 3 the mechanic used to hillclimb when he was younger, and was now just sitting around. The car (registration CY9690, commission 19447) was our source of transport for several months and while there was six of us it had an occasional rear seat. We travelled from Whangarei to Gisborne in it but that's another story.

Unfortunately we had to give it back and living resumed as normal. I said to Dad that one day I would own that car and a couple of years later I did. I contacted the owner by letter (no email back then) and payment of \$600 was arranged. That was quite a sum then so I had to sell my Mini to complete the purchase. I wonder if TS19447 still exists.

I joined both the TR Register in the UK and the one here. I think I would probably be one of the original members of the TR Register NZ joining around 1975 or 1976.

Restoring a car in the 70's was quite a mission. Very few panelbeaters were interested in a job like this and parts were non existent. A number of trips to wreckers to salvage Mayflower parts seemed the last resort. The exchange rate was also not in our favour but I got the job done and enjoyed some good times in it.

A few years later I decided to sell the TR as I didn't have a hood and winters were not pleasant as the car was used as a daily driver. I actually swapped the TR for a Triumph 2000 Mk 1.

Roll on marriage, family and 30+ years. While at a business meeting at the home of one of my customers, Tony and Liz Phillip, I saw a TR magazine on the table and mentioned that I used to own one. Tony promptly took me downstairs and uncovered a beautiful TR3A. From then on my interest in owning another TR was awakened. Looking around I just could not afford that kind of money so instead I settled for a Triumph Herald in 2007.

In 2008 while on Trade Me I saw a TR3 come up which needed a bit of work but seemed like most of it was there. After a bit of an auction battle I became the proud owner of another TR3 TS16239-O. The car was in Christchurch so transport was arranged and at Easter 2008 it arrived at our home in Whangarei.



I then made a list of things that I could see were missing and things that needed replacing and the list ran onto more pages than I can recall. The search was now on for parts and the budget set ( now there's a joke). This had to be reset a few times.

Most parts on the car have been replaced with new as I have found that a rebuilt item can be more expensive than a new one imported from the UK or USA. Also getting the parts from a reliable source means you get the correct part.

The restoration has taken just over 5 years. In March 2013 the body shell and parts arrived home and the fun or should I say frustrating time began in putting the car together. The panel and paint was done by Kamo Panel and Paint. I have done some of the other work ( suspension, trim , most of the wiring reassembly etc).

The car received its VIN on the 2<sup>nd</sup> September 2013 about 21 years after it was last registered for the road. There are still a few things to do to but these can be done anytime.

I have now started the process of finding out a bit of history on the car as the shortened certificate I got from Bill Piggot notes that it has competition extras. If anyone can help with some background I would be interested. While not confirmed, I have been told that the car may have been a special order for a Gary Anderson who raced TRs in Dunedin but was killed before he could take delivery of the car.

Raewyn is pleased that she is no longer a garage widow and we are now enjoying TRing. We are taking small trips to start with. The roads in Northland would be some of the worst in the country so if anything is going to rattle loose / break down we will be reasonably close to home.

*Brian Cannons*



# *GRINNING ABOUT THAT GRINNALL TR*

My flight of motoring fantasy stretches back over many years to convertible British sports cars, with particular emphasis on Triumph. I eventually purchased a 1982 Triumph/ Grinnall to add to my Triumph collection. Mind you I have been a bit of a sucker for TR's ever since one of my best mates owned a red 1958 TR3A. We used to motor around the streets of Lower Hutt and Wellington attracting admiring glances from young women back in the 1960's.

The history of the Grinnall along with the 350 or so conversions dates from early 1985 onwards. Mark Grinnall transformed the ageing TR7'S with V8 Rover motors of varying capacity. The cars were modified with stronger suspension and anti roll bars as well as body mouldings welded into the structure of the car for extra strength to carry the larger motor with extra horsepower.

It is worth noting that Grinnall was a recognised British Leyland constructor and in the very early days meant that any dealer services and warranties were valid right into the BL Rover and then the MG Rover period. It is a fact that makes Grinnall stand out to many as a TR7 derivative or marque in its own right rather than as a kit car

According to the Grinnall Register an off shoot of the TR Register of UK. there are approximately a hundred of these cars still in use either as a FHC. or as convertibles. To my knowledge there are only two Grinnalls in NZ, one of which is my convertible which has had only three owners since being imported from the UK. in 1989, and the other car is a green FHC. which is raced in the South Island from time to time. My car was purchased in fair condition and i managed to drive the dog home to Katikati from Auckland with only fuel minor problems. Needless to say the car has subsequently had twin carburettor replacement kits installed and dyno performance tuning to get the old girl firing properly. She has been stripped down where needed and had some panel beating and a new paint job applied. internal upholstery work carried out on the dash and repairs to the seating as well as the hood .On the credit side the compression was checked on all eight cylinders and to my relief were in very good order.

Over the period of the Grinnall conversions four stage types were designed. My car is a stage 2 type model with flared wheel arches, Rover SD1. tail lights and lattice alloy-cat mag wheels. I have added pin stripping in silver to lift the new navy blue paint work and put a TR. emblem on the boot to complement the Grinnall signage. **Ed - see a photo of this special car on the inside back cover.**

Now that the car is running smoothly I get quite a buzz out of firing her up and giving her a burst down sealed side roads to avoid the heavy hand of the law. The Grinnall is rather a unique TR and as such I get a number of people enquiring about the vehicle. My own wish is to know a little more of it's history.

I enjoy being involved with the TR. register and recently, along with my partner Elizabeth, we met up with President Frank Cleary and his wife Anne at the Australian TR. Register annual event on the banks of the Murray River at Echua on the Victorian NSW. border. That's another story!

***Ian Macpherson***

**Editors' note** - The TR International Weekend held at Malvern earlier this year recognised not only the 60th Anniversary of TR2s, but also marked the 30th Anniversary of the Grinnall TR8 and consequently the largest gathering of custom built Grinnall models ever seen .



# *Isadora Duncan Rally 2013*

The 37<sup>th</sup> running of the Isadora Duncan Rally staged by the Auckland Group took place on Sunday November 3<sup>rd</sup> and was a mixed club event. Having won the rally last year prior to the purchase of my 1<sup>st</sup> TR, the National Secretary asked if I would like to help organise this year's event. Still flush with the enthusiasm associated with recent TR ownership I was delighted to accept.

With the weather forecast suggesting a clearing sky and a fine afternoon we met at the Nathan Homestead, Manurewa, keen to take part in what was hoped would be a fun event. Unfortunately we weren't the only users of the Homestead car park that morning, having to share with a wedding group; and with 20 cars turning up for the event, the car park was very full indeed.

An excellent turnout of Auckland TRs plus a nice 4A from Tauranga were joined by members from the Auckland Triumph Car Club in 2 2500 Saloons and 2 Stags, with a couple of members from the Austin Healey Club making up the numbers. Jan & Marian Hendrix made the run in their Opel Roadster, adding a touch of European to a fine collection of British autos.

With a driving test to complete first, the attendees headed off one by one with maps, instructions and questionnaires at the ready. Detailed instructions led drivers from Manurewa, through Takanini, along the southern motorway to Karaka, then through some fine driving roads to the first point of interest Spookers, set in the grounds of the old Kingseat Mental Hospital. Next stop was the Glenbrook Vintage Railway for trick question # 4, followed by a short drive to the Glenbrook Steel Mill for yet more questions. A short shower didn't dampen the spirits or the inside of my TR6 as I drove the route Alisdair and I had set, checking on the progress of competitors. Next point of interest was Waiuku, then a short drive up the Awhitu Peninsular before turning left and out towards the coast at Kariotahi Beach. A couple more questions and a scenic point then up the hill on the right to the very picturesque Agave Restaurant perched above the beach.

Completion of the technical aspect of the run involved pulling up to within 200mm of a portable picket fence, with the difference being deducted from the overall score. While Alisdair and I totalled up the scores with Helen's help, the others settled into the warm ambience inside the restaurant and shared tales and light refreshments, before lunch was served up to the eager 40 odd of us there.

Overall winners were Robert and Stella Johnston in their TR5 with a very good score indeed, second were Kevin and Raewyn Tinkler TR4A, with Jon and Eileen Lee TR6 coming in third.

With 20 cars attending on the day, the 37<sup>th</sup> Isadora Duncan Rally was a successful register event and great to be a part of. The Register was well represented with a TR2, TR4, 4A's and Dove, a TR5, TR250, a number of TR6's and a couple of TR7's.

*Steve Martin* – 1972 French Blue TR6



# The Registrar Reports...

The UK TR Register has approximately 7,000 members, large enough to be able to have a separate Registrar for each of the TR models and derivatives. During a recent visit to the UK I was able to meet up with their TR4/4A Registrar, Jon Marshall, who lives in Letchworth in the East Midlands. Jon owns a TR4A and a Dové which has just emerged from the paint shop.

Jon's paper records take up a good part of two rooms in his home, and he is currently digitizing them. Not content with chasing UK cars (5,700 delivered), he is also attempting to build up a record of all the other 4/4As (+63,000) which were exported. An interesting visit, and I wish him well!

Did you ever think that the commission plate on your TR might have its own interesting story to tell.? The following appeared in a recent TR web forum...

*Question: Does anyone know the correct size of punch set letters/numbers one would use to replicate the original commission numbers. It is a 1962 TR4 and they look like 1/8<sup>th</sup> inch..*

*Answer:* Sorry I can't help with sizing issues except to say they weren't always in the same 'font'. What I can tell you is all commission plates between about 1946 and 1975 were hand-stamped by a small group of five men who were given jobs at Standard-Triumph immediately after WW2 by the then CEO. I remember all of them (although not now by name) and they were employed because of their horrendous war injuries. Two, to my certain knowledge, got badly shot up on the beaches on D-Day (6 June 1944) and were seriously disabled; one had been an RAF fighter pilot with indescribable burns; and two had had a very rough time in the Japanese POW camps in Burma. It was an incredibly boring job but they all did it assiduously until some years past retiring age. While the spacing and positioning of the letters and numbers may not have been absolutely precise, they rarely, if ever got it wrong.

John Macartney.

That's good enough for me – my shiny replica commission plate has now been replaced by the time-worn original!

A brief word here in appreciation and memory of long-time TR member and local TR2/3 historian Barry Wilson. Barry had a comprehensive record of all NZ sidescreen cars, and he and I collaborated many times over many years to keep our respective TR Registers up-to-date. He will be sorely missed...

*When you're driving in your TR2*

*And it's shining like a jewel*

*Barry may well look down and say:*

*"Hey guys - Triumphs rule!"*

**Kevin Tinkler**

# CAR...TOON CORNA

- **Five surgeons are taking a coffee break...**

1st surgeon: "Accountants are the best to operate on because when you open them up, everything inside is numbered."

2nd surgeon: "Nah, librarians are the best. Everything inside them is in alphabetical order."

3rd surgeon: "Try electricians! Everything inside THEM is color coded."

4th surgeon: "I prefer lawyers. They're heartless, spineless, gutless and their heads and their butts are interchangeable."

5th surgeon who has been quietly listening to the conversation: "I like British car restorers... they always understand when you have a few parts left over at the end."

- How do you spot the owner of a British car in the Mens?

He's the one who washes his hands **before** he pees

- What do you call an MG with twin exhausts?

A Wheelbarrow!

***" It's about the 'air conditioning.***

***Two weeks I've 'ad the car and  
I've still got split ends. "***



# ***EUROMeET 2013 NORWAY***

## ***The quintessential TR experience***



You come as guests and depart as friends ...that was the theme of the 2013 Norway EuroMeet.

This was an experience that will be very very hard to eclipse. Apparently it took the core team of three couples ably led by Tom Berve somewhere around four years to plan and organise this weekend and the tour that followed it ...a journey surrounded by some of the most spectacular scenery to be found on planet earth. They also delivered not just one but a whole collection of interesting and challenging roads that would surely have satisfied even the most adventurous amongst us.

From the start the whole event was planned to keep away from any major towns. While this may not be so difficult in Norway compared with the rest of Europe, it certainly made the driving most enjoyable as, in many places, the sight of a hundred plus TRs roaring past probably made up a significant proportion of the traffic for the whole day.



The weekend really started heading from the ferry terminal in Oslo where most visitors arrived to "Valdresporten", about 120km (75miles) north of Oslo where everyone gathered together for a lunch and coffee stop. From there to the Radisson Blue hotel at Beitostolen, the "official" start of the weekend was another 105km (65miles) northwards of clear road away from speed cameras and the like as the true flavour of Norway unravelled. Some relatively intense competition was to be seen at the go-kart/soapbox downhill racing across the road from the hotel during the afternoon.

The next day all headed further north-west over some spectacular roads including



a short excursion up to Dalsnibba, a mountain top eyrie, an amazing viewpoint at 1475m (4840ft) that overlooked all the surrounding countryside including the ultimate destination for the day way down at sea level. This was the Union Hotel at Geiranger nestled into the head of the fjord of the same name that has been a popular tourist destination for almost 200 years and is now recognised as a UNESCO World Heritage site. Everyone settled in for the next two nights after a TR briefing and a very interesting presentation of the history of the hotel and surrounding area from the current manager of this historic family owned and operated establishment. Many also enjoyed viewing the collection of excellently restored vehicles representing the earlier transport to this remote location.

Saturday dawned with a covering of light mist that, rather than detracting from what was all around us, just complemented the already unique scenery. The journey today took the fleet of over 100 TRs along Norway's "Golden Route" north from Geiranger, up the Ornevegen zigzag (Eagle Road), across the plateau sharing the road with cattle and sheep wandering in the misty conditions and finally down to Eidsdal for the ferry across Norddalsfjord to Linge. Then the highlight was the famous Trollstigen (Trolls's Ladder) road (9% and 11 hairpin bends). This is a route that would be hard to beat ...anywhere! Unforgettable! And, to top it off, do it all again driving back to Geiranger in the opposite direction.

Saturday evening hosted the more formal aspects of the event, the main dinner followed by presentations to our hosts by representatives of all the TR groups present. This was also goodbye to some who were not continuing on the tour and had to leave very early the next morning.

On Sunday morning the tour began with a climb back out of Geirangerfjord taking in a short deviation around Knuten (The knot), a piece of the original road built in 1882 that loops over itself. This day saw more great scenery including a section along Gamle Strynefjellsvegen, a loose metal handcrafted road between east and west Norway that dates back over 100 years with walls of guard stones. This route is across a mountain plateau heading above the tree line at up to about 1100m (3600ft) passing lakes and summer ski fields. Where there were trees, they were in full autumn colour, spectacular against the rugged mountainous terrain. A steep descent followed leading to a stop for an enjoyable lunch at a small hotel in a peaceful spot alongside the lake at Hjelle ... back to a somewhat warmer 45m above sea level.

From Hjelle through the small town of Stryn and then along the Gaularfjellet National Tourist Route with more great sights before arriving at the Kviknes Hotel at Balestrad on the shores of Sognefjord after a long day of over 300km (186miles). This hotel has history that goes back to 1752 and since 1877 it has been run by the Kvigne family. The main building is an outstanding wooden structure and is graced with a interesting collection of artworks and antique furniture. Another great evening starting with Sigurd Kvigne, the current manager giving a short history of the hotel and the surrounding area. This included early film clips of a visit by Kaiser Wilhelm II and his extensive entourage, both on land and moored in the fjord, in 1914.

On Monday the route started with a double ferry ride across Sognefjord to Vangsnes for a close-up look at a 10.5m high statue overlooking the fjord of Fridtjof, a legendary figure that Kaiser Wilhelm II gave to the area in 1913. A little later a stop to look at an

fascinating boat and engine museum “Kristianhus” presented by Kristian Otterskred, a retired local mariner and engineer. On again with more scenery, a deviation for a welcome warm lunch at Stalheim Hotel before another interesting descent through a tunnel and back to the main route. The next stage was a little different ... into a 7km (4.4mile) tunnel with a roundabout in the middle of it before crossing the huge new 1380m (4527ft) long and 201m (660ft) high Hardanger suspension bridge opened just a month before.

The next two nights were at the Ullensvang Hotel at Loftus. This is yet another historic establishment dating back to 1846 and is family owned and operated with the fifth generation currently at the helm and was also a great location to enjoy. The touring from here included more tunnels, a visit to a mountain farm way up above Hardangerfjord and a visit to the Hardangervidda Natursenter. This was view the museum, enjoy lunch, watch and feel a quintessential 5 screen panoramic video reminiscent of Cinerama and, yes, even to watch the goats eat the grass on the roof. Another highlight of the whole tour was the opportunity to drive up the Old Mabodal road. It is a great drive clinging to the side of the mountain, a road that has now been replaced by a series of spiral tunnels but was specially reopened for the TR tour.

On Wednesday morning the tour set out for Haukelisetser on the last part of this unforgettable journey for a farewell lunch. Again the route covered some great roads up and over some mountain passes that have, for the more conventional motorist anyhow, been replaced by tunnels through the mountains. The lunch venue had a great view over the adjacent lake and fed us well before the sadness of farewell to all the wonderful people ....as we departed remembering many friends that we would look forward to meeting again sometime in the future.

Overall, a rather special and amazing adventure in a part of the world not so well known ...particularly to our wee team of two from New Zealand. The roads were great but with just the odd aberration, to get the immediate attention of a well known diesel powered TR6 in a minor(?) saga of “bump, thump, sump, dump”.

A very special thanks to all the people who made this experience possible. They welcomed everyone to their very special part of the world and gave us all a remarkable journey through what must be one of the most beautiful countries on the planet.

*Robert Johnston*

P.S. If you would like to learn more about the locations referred to above just search Google ...they are just about all there in spectacular detail.



# ***Tech bits and pieces***

## **Support for the Laycock de Normanville “A” Type Overdrive ... ..... and a little history**

Quite a high proportion of the TRs in New Zealand are fitted with overdrive systems made by a British company Laycock de Normanville and when they work everyone loves them. However, when they fail they are not regarded in such a favourable light as, over the years past, classic car owners have learnt that they tend to be expensive to repair and, unfortunately, the quality of repair from some vendors has not been as good as hoped for.

Just to set the record straight a little history of the Laycock de Normanville units. From the name one might think it was of French origin but no, it has its roots firmly in England. The “A” type was the first Laycock overdrive unit and was designed by an American transmission designer, Captain Edgar J de Normanville (1884–1968) who teamed up with Ken Walker, an engineer at Laycock Engineering in 1947. This system first appeared in a production car in October 1948 fitted as an option to a Standard Vanguard.

Since that time they have been available in a wide range of cars of some famous marques including AC, Armstrong Siddeley, Aston Martin, Austin Healey, Bristol, Ferrari, Jaguar as well as the Triumph TRs from the TR2 to TR6, Triumph 2000 saloons and earlier 2500 saloons and Stags.

Laycock Engineering also went on to develop more modern overdrive units such as the “D” type, introduced in 1959 that was fitted to Triumph GT6s, earlier Spitfires as well as Volvo 120 and 1800's, Sunbeam Alpines and Rapiers and also to early 3-synchro MGBs. In 1967 the 'LH' type was introduced that was available in later MGBs, Ford Zephyrs, early Scimitars, TVRs and Gilberts.

The last version, the 'J' type Overdrive was introduced in the early 1970's, and was adapted to fit Volvo, later Triumph TR6s, Stags and 2500 saloons, Vauxhall Opel, American Motors and Chrysler motorcars and Ford Transit vans. Altogether about three and a half million overdrive units were produced with over one million of these going into Volvo cars.

Now, to consider how to support these units. It is not always going to be easy as to adequately repair or overhaul the overdrives someone ideally needs a good combination of expertise, care, attention to detail, a few special tools and a pressure gauge, some way to test them before refitting them to a car and a reliable source of good quality spare parts. The latter, spare parts, is critical as considering the time and effort to remove the unit from a TR, repair it and reinstall does warrant trying to use new or professionally remanufactured parts where possible.

There are at least two companies in the UK specialising in the manufacture and

supply of Laycock overdrive components, Overdrive Spares & Overdrive Repair

Services. Many of these parts are also distributed by the major UK parts resellers. Recently a relationship has been established with Overdrive Repair Services to try to make it easier to bring parts to New Zealand, particularly to critical bits such as the Sliding Clutch and Annulus which are only available on an exchange basis. If anyone has any queries around this or is looking for assistance contact Robert Johnston at [tr@dataquest.co.nz](mailto:tr@dataquest.co.nz) or 09-5754151.

To fill in the picture a little more below is a table listing the various TRs and other post 1960 Triumph cars that used Laycock "A" Type overdrives. This shows the actual Laycock model which is stamped on a silver & blue plate attached to the body of the overdrive. The first 2 digits of this model number indicate the ratio of driveshaft speed percentage increase the overdrive delivers when engaged. In this instance all models are 22% according to all the model numbers starting with 22/. Other flavours of these overdrives exist with a 28% ratio (models starting with 28/) and the occasional 25/. Note that the "A" type overdrives as used in the Triumph 2000 & 2.5 have a number of differences from the TR versions that need to be addressed before they could be considered for use in a TR such as different rear mount/case, different solenoid mount, different speedometer drive gear, different breathing etc.

Vehicle	Years	Laycock O/D Model
TR2	1953-54	22/61275
TR2	1954-55	22/61374
TR3, 3A, 3B	1955-62	22/61374
TR4	1961-64	22/61374
TR4, 4A Solid Rr Axle	1964-67	22/61712
TR4A IRS	1965-67	22/61753
TR5	1967-68	22/61971
TR250	1967-68	22/61971
TR6	1969-72	22/61985
2000 Mk1&2	1963-64	22/63338
2000	1964-72	22/61711
2.5 PI Mk1&2	1968-72	22/61973
Stag	1970-72	22/61977

*Robert Johnston*



# TRansactions

## TR4 1965

White, wires, soft top/tonneau  
Genuine 120,000 miles  
Original, unrestored, rust-free runner  
Sell "as-is", P plates rego on hold  
Asking \$30,000  
Wayne Stark  
03 4492581

## TR2-3A

1 x pair windscreen staunches  
\$100  
1 x used speedo \$100  
1 x used tacho \$100  
1 x **new** TR2 Front Apron badge  
(original) Stanpart 601890 still in box  
\$170  
Left and Right steel door cappings  
\$25 each  
Glove box lid \$5  
Dash Centre panel \$10  
TR3A outside door handles \$20 each  
TR3/3A axle (new) \$100  
Spare Wheel lid \$200

## TR4-6

A-posts, left and right \$50 each

Steve Payne  
Te Awamutu  
Ph 078715443 / [trixrestorations@ihug.co.nz](mailto:trixrestorations@ihug.co.nz)

## Crown wheel and pinion

3.45:1 ratio. Suit all 5-speed TR7 & 8 models. Complete with green speedo gear. \$350.00

Kevin 07 8274833 or 0274957877

## TR6 Hardtop. \$2000.00

I bought this hardtop a few years ago during my restoration and have now decided not to use it with my car. It was refurbished and painted as part of the the previous (hood) owner's car restoration.

The trim is in very good condition. New side seals and new rear corner finishers are included. It does not appear to be a factory colour and the photo shows it is close to my car's pimento .  
I can supply more photos if necessary.

Chris Dakers (09) 849 3396 evenings only.  
or email [chrisdakers@xtra.co.nz](mailto:chrisdakers@xtra.co.nz)

## 1961 TR3A for sale.

Commission Number TS80402. Full body-off rebuild almost completed - just interior trim and general detailing to finish. All rust removed from body and chassis, media-blasted, epoxy primed, painted (Triumph Red) in my professional engineering workshop. Engine fully reconditioned 2 years ago but never run. Overdrive on TR4A gearbox, new clutch. 60-spoke wires. New wiring loom. Instruments overhauled. New carpet set. Seats and hood in good condition. Registration live. All the bits are there and all the hard work has been done.  
\$19,500 ono.

Jim Turnbull to arrange inspection and for further details  
(09)413-8118 home; (09)836-5695 work; email: [mail@jetpatcher.com](mailto:mail@jetpatcher.com)

### **JFZ 4-Pot Calipers**

Upgrade those poor performing  
TR7/8 front brakes  
This is a 4-pot set of calipers that  
will bolt on to your TR7/8  
Fits 260mm vented rotors  
Takes Wilwood 15-8850 pads  
(centre pin lock)  
Will fit 13" wheels but best with 14"  
Easy way to upgrade \$75.00 f  
or the set plus postage costs.

Terry Byrne  
021917478 or [gouby@xtra.co.nz](mailto:gouby@xtra.co.nz)

### **1981 TR7V8/TR8 (photo on inside back cover)**

This is a very tidy example of this  
model, with conversion done to the  
highest standard (full report on  
conversation available). Rimmer  
Brothers conversion kit used along  
with 1983 Vitesse 3.5 EFI motor. Also  
fitted at same time, 4 pot calipers, 14"  
wheels, s/steel exhaust system, Spax  
springs and adjustable shockies,  
electric fan, K&N filter, personalised  
plate 82TR8, plus much more.

Would like the car to go to someone  
in the TR club.

Price - you tell me - "be fair".

Pete 0227 523 3664

### **TR7 1980 FHC**

Blue, 150,000 kms, 5 speed  
Original, unrestored, rust free.  
Warrant/P plate registered  
Asking \$13,000

Wayne Stark  
03 4492581

### **TR5 & TR6 and other Triumph PI Components**

Injectors (exchange)  
Banjo bolts (exchange)  
Metering units (exchange)  
Bosch type fuel pump kits (purchase)  
These items, ex Auckland are from  
Prestige Injection, reputedly one of the  
leading UK suppliers and are being  
offered at competitive costs as a service  
for TR owners.

Robert Johnston 09-5754151  
021942684 or [tr@dataquest.co.nz](mailto:tr@dataquest.co.nz)

### **Laycock "A" Type Overdrive components TR2 -6**

Sliding clutch (Exchange)  
Annulus (TR spec with correct  
speedometer gear) (Exchange)  
Bearing kits and other parts  
(Purchase)  
These items, available ex Auckland  
are from ORS, Sheffield, UK, one of the  
mainstay organisations in UK supporting  
these overdrives. Items are being offered  
at competitive costs as a service for TR  
owners.

Robert Johnston 09-5754151  
021942684 or [tr@dataquest.co.nz](mailto:tr@dataquest.co.nz)

2 x TR 4 Koni special "D" adjustable  
front shocks, 2 x Armstrong TR4 front  
shocks, 2 x door strap checks, 2 x Lucas  
TR4A side flasher lamp set type L771-  
12v Left and right hand complete, 1 x set  
cam bearings for TR 2-4A, 1 set of 4 x  
87mm wet liner sleeves with pistons and  
pins + figure of 8 seals. 1 x TR2-4  
camshaft chain wheel and crankshaft  
wheel, 1 x TR 2-3 Strg column grommet,  
Used parts  
1 X L/H TR5-6 bear door, 1x L/H TR6  
front guard, 6 x Used 40 plus TR 6  
pistons[very good order] 1 x Saloon PI "J"  
Type gearbox complete.

Ashley on 036126644

# TRansactions

## TR2/3/3A parts

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

Gearbox Dipstick

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

Bob Birdsall

07 8647223

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

## TR6 1973 CR, NZ new. Photo on inside back cover

First owner 32 years to 2005. I am the second owner. Only 65,800 miles since new.

Always warranted and registered, the car is in fine original condition, interior, exterior, mechanicals, hard top, soft top and covers. It even has the original handbook and ownership papers. No overdrive. A little surface rust around the brake cylinder.

This car would be ideal for those with a hankering to enjoy a well cared for original, low mileage, low ownership classic, and it could be a contender for the newly introduced "Survivor" class to the Intermarque Concours d'Elegance, for unrestored, unmodified, well preserved cars with patina and nostalgic qualities.

Asking \$31k.

Grant Stuart  
027 2957 027

## WANTED

### 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@babbbage.co.nz](mailto:fhc@babbbage.co.nz)

### TR3a parts

Jaeger water temperature gauge  
and capillary tube .

And badge bar

Bob Birdsall

07 8647223

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

**Grant Stuart's  
TR6 1973 CR**

- For sale
- See page 44



**Pete Cleveland's  
1981 TR7V8/TR8**

- For sale
- See page 43



**Grinnall TR of Ian Macpherson  
- see Page 31**





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and Spectators an enjoyable  
afternoon's sport.*