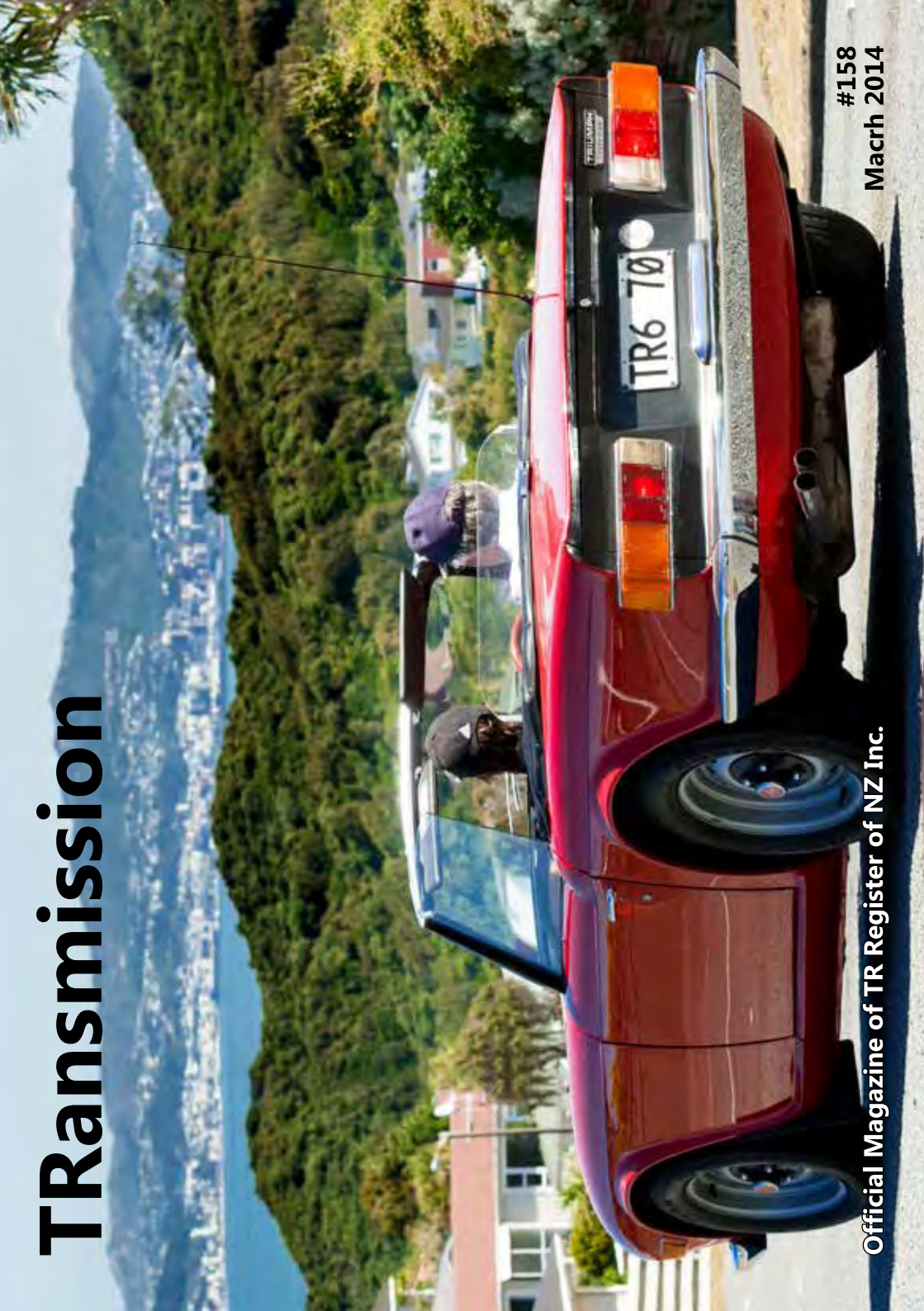


TRansmission



Official Magazine of TR Register of NZ Inc.

#158
March 2014



**Understanding Traffic Signs:
No1: Compulsory Stop . . .**



**Grant handing over Nationals
donations to Canteen
- page 7**

TRAnsmiSSion

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FRONT COVER

The TR Register NZ Nationals in Wellington were a huge success.

Well done to the organising team.

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



The familiar roar of the PI demanded our attention as the red TR6 raced across Southwards carpark sporting a banner "Absolutely Positively Wellington" and thereby set the scene for NW14. The organisers set out to showcase Wellington and succeed they did, as we travelled around Wellington and its environs taking in the unfamiliar less travelled routes and the wonderful views from the many vantage points.

Wellington on a fine day is truly memorable, we experienced wonderful weather with the inevitable rain managing to do its thing overnight so as not to dampen our spirits. The National Weekends are a wonderful venue to renew friendships and greet newcomers and Wellington was no exception. Was the weekend memorable and successful due to the efforts of the organisers - absolutely positively - as you will read throughout TRansmission. On behalf of all attendees I would like to record our thanks to the organisers for the time they spent to make the weekend a success. Again funds were raised for the charity Canteen, I feel this is an important part of our national event where others can benefit from your generosity.

Thirty five TRs were entered into the various Concours categories and the line ups of the various models was very impressive. As always the judges crawled over all aspects of the cars, assessing and deliberating over condition, cleanliness and originality. I would like to once again recognise their efforts, as they often miss out on the parallel event occurring at the time. A summary of the results is further on in the magazine.

One privilege of being President is that I get to select those of us who in my opinion serve the Register in an extraordinary capacity. I took the opportunity at the Concours presentations to announce this years recipient of the Presidents Cup to be Alisdair Keucke. Alisdair is the Register Secretary, deals with membership, represents the Register on the Ellerslie Concours Committee and is also the acting Auckland Group Leader. In particular by being a vital part of the Ellerslie committee the Register benefits to the tune of over \$2,000 each year which contributes to us funding our annual operating budget. On behalf of us all I extend our thanks to Alisdair and look forward to his being able to reduce his workload very shortly.

In memory of Barry Wilson who passed away late last year an award for the TR with the "best vibe" will be presented at each National Weekend. Barry and Lynda's TR2 carrying the patina of a well loved and used car was recognised by a member of the public at the Cromwell National Weekend as having the best vibe. It is fitting way to remember Barry, a wonderful trophy has been constructed by William Whewell and a guest at the Nationals will judge which TR fits the criteria. Even without exploring the contents of the glovebox, Mr Ross Church, the Kapti Coast Mayor, decided that the best vibe TR was the TR7V8 of Kevin and Elizabeth Thorburn.

Each Group leader spoke to us at the Forum giving us a picture of the club and their activities in their region. Generally our membership outside of the main centres can be small and TR owners are also members of the local Vintage Car or Classic car clubs.

Notwithstanding, the Group leaders actively keep tabs on TRs in their areas. The strong message to the forum was that the successful groups are those where wives and partners take an active part in Register activities. After all, they are also members.

Oh yes, I need to mention the Enthusiast's award, or now better known as the hardluck award. Last year it was awarded to the Christchurch Group and they almost succeeded again. However Warren Thomas stole the limelight when his TR2 waterpump expired at Waiouru. The spares service was quickly on the case and sent a new pump to the Waiouru garage to allow Warren to retrace his path to Whangarei after the NW.

If you get the opportunity to put the time aside to join the after tour, do it. This year the tour was led by Steve Brettell and took in the Wairarapa and southern Hawkes Bay. It's a wonderful way to see the countryside from a locals view point and also a chance to get to know your fellow travellers a lot better. We finished up in Taihape after negotiating the Gentle Annie road from the Hawkes Bay. Spectacular and winding its way through to the central North Island it gives the TR a thorough workout.

Blenheim, the heart of Marlborough wine growing country, is the location for NW15. The date is to be confirmed but in all likelihood will be around 26 February / 2 March depending on the venue availability. Block out your diary now, confirmation will be made in the coming months. Our membership in this region is small and I have already had some keen volunteers come forward to assist with the organisation. However we will need a few more and I look forward to being inundated with members willing to help.

So what do you think of the calendar? it's the brainchild of the editorial team designed to coincide with our annual event, the National Weekend. The images not only show off our cars but the settings are stunning and I'm sure these calendars will be well sought after not only by ourselves but also by overseas groups. We have printed a few extra so those of you traveling overseas might make use of them to hand to members of the wider international TR fraternity. Many thanks to the editorial team who have excelled yet again, I anticipate it will become be an annual publication.

This post NW edition of TRansmission is always eagerly anticipated, so read on and enjoy.

Frank

EDITORIAL TEAM *TALK*

Welcome to our special post-Nationals edition of Transmission. With several of the editorial team there this year, we can say first hand that Wellington is a lovely city on a good day, that the event was very well run, and that a great time was had by all.

Thanks again to the Wellington team who did a superb job of organising the weekend and hosting us wonderfully.

There are a number of perspectives on the weekend in the stories from around the country, so enjoy reading them. And there's a view from the organisers on Page 6.

This edition, as usual, has a bit more colour, to enable you to really enjoy the selection of photos from Nationals. Remember that you can always see the full magazine in colour by downloading it from the Register website. It's really easy to download, easy to read, and you can print it if you want to. Just please remember that it's a member-only publication.

The calendar released at Nationals appears to have been very well received. That has a couple of implications:

1. There were a number of requests for extra copies - refer to page 8 where you will see that you can lodge an order for more copies, the price of which will depend on how many orders come in (it is a reprint).
2. There will be a 2015 calendar and we are keen to receive photos of your car(s) from all around the country - on Page 9 we outline a competition that will run to encourage you to get your photos to us, the prize being a free calendar for each of the 12 winners (and the glory from your car profiled and name mentioned on the calendar!).

Autumn has been very kind, so far in the South and there's drought in the North, so that sounds like ideal TR conditions. Make the most of what's left of what is often the most enjoyable season - enjoy a few drives and plenty of TR social activity in your regions.

Cheers

Stephen, Trevor, & Brian

Wellington Wafflings...

Well, the 2014 National Weekend has come and gone, leaving us:

Happy – that everyone who came seemed to have a good time – even including those whose TRs didn't quite make it (there was the usual healthy competition for the Hard Luck Plate ...)

Relieved - that all went (more or less) according to plan, the weather co-operated, nobody got too lost on the runs, food of decent quality got provided when it was supposed to and there is enough money in the kitty to pay all the bills.

Grateful – for all of the positive feedback we received from people during and after the weekend and the support from the National committee.

Proud – of our city, which proved to all that “you can't beat Wellington on a good day”.

Sorry - that some of you couldn't make it, but hopefully we'll see you next year ..

Looking forward – to the 2015 nationals in Blenheim.

National Weekend is always special, but a particular highlight for me this year was the award of the inaugural Barry Wilson memorial “best vibe” trophy. Barry wasn't just a TR enthusiast of the old school, but also a great guy and a good friend. He will be sadly missed by all of us who knew him. It was a great pleasure therefore to help present the trophy created in his memory to another good friend and staunch TR man, Kevin Thorburn.

Barry wasn't a great believer in modern comforts such as wind up windows, and Kevin said to me afterwards that he wasn't sure whether our friend would approve of the trophy going to a TR7 V8. He didn't need to worry. For Barry it was all about enjoying the car, whatever it happened to be; and as anyone who saw inside Barry's shed can attest he was a man of broad tastes. I won't go into detail, as I don't want to shock my more sensitive readers, but let's just say a TR7 would not have looked at all out of place (unless of course it was too perfect – your car was a bit clean Kevin, but I'll assume that was just a momentary lapse).

The “best vibe trophy” itself is certainly most impressive, thanks to William Whewell who was responsible for the design and much of the making.

I would also like to thank all my other fellow members of the Wellington organising committee for their hard work over the past few months. Without these guys it wouldn't have happened.

At the time of writing, I am looking forward to heading up to Wanganui for the Charity Classic show on Sunday 23rd of March. The weather forecast looks pretty good, so I might even clean the TR ... or maybe I'll just get up on Sunday morning and drive, which is what Barry would have done.

Coming Events

Pub evening: last Wednesday of each month. Call Jonathan for details 04 976 4070

Jonathan

THANK YOU VERY MUCH FOR YOUR KIND DONATION

On the inside front cover, there's a photo of me handing over \$350.00 to Canteen, being the money raised from your generous donations at the Nationals.

Canteen were most appreciative of the money and I agreed to organise a run for the kids next summer in the TRs with the tops down. Their calendar is full for what is left of summer this year. Maybe we could do this as a National thing with Canteen in all areas.

I chose Canteen as 19 years ago I lost my 18 year old daughter to leukaemia and Canteen was in its infancy then.

I would like to thank everybody for their donations given from the heart as opposed to being fined by the sheriff. More would have been good but everything counts and Canteen will put it to good use. Thank you everyone for your generosity.

TReffic weekend, thanks.

Grant

TR CALENDAR 2014 - REPRINT

The calendar first released at the Nationals appears to have been very well received. A number of you there asked how you could purchase extra copies.

We don't know if that's so you can have one in several rooms of the house and one at work (for those of us who work!), or to give copies away to family and friends.

Whatever your reasons, **we can arrange a second print run if there are enough extra orders placed.**

Depending on the number of orders, the price per calendar, including package and post, will be between \$12 and a **maximum of \$16 per calendar** if the reprint is of only 25 calendars. Less than 25 is not economical to print.



So if you want to order one or some, please just drop an email to us at:

editor@trregister.co.nz

with a note on:

- ⇒ how many you want (a firm order please)
- ⇒ your mailing address to send them to

Once we know the total numbers, we will advise you the amount due and give you details of how to pay (with internet banking and cheque options).

Orders will close on 15 May, so be in touch before then. There is very unlikely to be another print run so act now.

CALENDAR PHOTO COMPETITION

Due to the success of the 2014 calendar, the committee has decided to produce a 2015 TR calendar (running from April 15 to March 16). One copy will be free for each member, which will again be released at Nationals, in Blenheim, for those able to attend, followed up in the mail for those that can't.

To ensure we can share calendar photos:

- of the best quality
- of a good selection of cars
- from sidescreen to wedge
- of different colours (not all red!)
- from all around the country

we want you to send us your photos, and there is a prize for each of the 12 selected entries.

The prize will be an extra free calendar, and we will identify the cars and their owners for each photo, so there's a bit of glory as well.....

For 2014, we provided the printer with virtually all of the suitable car photos that the editorial team had received over the last 4 or 5 years, and he selected the photos of cars he thought best (so the rumour that the south picked mainly local photos is without foundation!).

For 2015, we want a wider and more varied selection, so please get to it.

The photos we want are of a car or perhaps cars (TRs only). While we enjoy each other's company, we don't think photos of members (with or without cars) is calendar material - although cars with suitably attired young ladies (and I guess we would have to accept hunky firemen) might convince the judges.

The photos need to be 2.5Mb or larger to print well. And no more than four photos per entrant, please, just to keep things manageable.

There are no other rules, other than the usual that the judges' decisions will be final and no correspondence will be entered into.

Please send you photos to editor@trregister.co.nz. Entries close on 30 November 2014.

Waikato Wanderings



Greetings from the Waikato group. As the summer comes to an end the Waikato members seem to be re appearing back home and various events with the TRs are being planned.

As the 'facilitator' of the group I have asked for photos and stories on the members' TRs but not a lot is appearing, I can only presume the members are getting what they want out the Register. However, with our monthly get together at the pub we manage to grow the fellowship of the group. Barry and Sue Tervit, with the expertise of Trix restorations, got their TR6 together just in time for the Nationals and as an indication of the quality of the work, won the Concours d'elegance for the TR6 class.

On that point, the Nationals was a great event for the Waikato members taking out honors from all classes of cars, a fantastic result for all the hard work. Building on getting members of the club together, on March the 23rd the Waikato and Auckland groups are joining together for a run into the Karangahake Gorge, hopefully this working together will help continue to build the club strength.

Please see the advertisement in this magazine (next page) for the Mid-Winter Christmas run in Rotorua; Rocky and Rebecca Fiske have put a great weekend together so we hope you can join us there.

Happy motoring

Regards

Peter.P

Mid Winter Christmas Run

**Rotorua
21st June 2014
NOTICE**

Hi to you all

We look forward to seeing you at this year's midwinter get together to be held on the shortest day of the year, the 21st of June in Rotorua. We have booked 12 units in a motel with partial under-cover parking and a hot plunge pool in each unit and we have engaged a caterer to provide us with a delicious hot meal, so no driving to a restaurant!! Dinner will be BYO held at the Café across the road from the motel or if numbers are greater we can use the motel conference room (hopefully at no cost).

We will meet at Rotorua lakefront at 1.15pm on Saturday for briefing. From there you will have the option of a one hour drive on some great scenic roads to a tea/coffee destination or you can have the afternoon to yourself and explore some of Rotorua's tourist attractions at your leisure.

Meet for pre dinner drinks/happy hour at Hotel bar, walking distance from motel. Dinner will be served at 7pm On Sunday morning we have a lovely drive south to a destination Café for "BRUNCH" before heading home.

Meeting point : 1.15pm at Lakefront lake end of Fenton St.
Accommodation : Alpine Motel on Sala St. Ph 0800100414 or 073480790
\$120/unit

Dinner: \$30 per head.

Please book your own accommodation and remember to say you are with the TR Register group to get your discounted rate. Bookings need to be made by 20th of May to get the discount and assurance of a room.

Upon booking can you please email or phone us that you have booked as we need to know numbers for catering.

For any further enquiries, please email or ring us,

**Rocky and Rebecca Fiske fiske@xtra.co.nz
Ph 07 3331883 or 021446486**

City of Sails Area Report

March is the start of a new era for the Auckland Group; we have a new Group Leader. Steve Martin has bravely stepped forward and volunteered to take over the role. Steve has been a member of the TR Register for around two and a half years, and has achieved a long term goal of becoming a TR6 owner. We are looking forward to working with Steve as he brings a lot of enthusiasm and fresh ideas to the role. So I will start this Auckland Area Report and let Steve finish it with his report on the events he has organised.

We kicked off summer with our annual Xmas Breakfast Run to the Cider Shed north of Warkworth. This year as usual saw a good number of cars making the journey to Warkworth causing the staff at the Cider Shed work for their money as 50 hungry people turned up en-mass all wanting a large cooked breakfast. Thanks to Chris Watson and Nigel Hayman for once again organising a great event.

On the 24th January this year around half a dozen TRs set off for Hampton Downs Motorsport Park to enjoy a day's motorsport. This year's Festival of Motorsport featured Ferrari, so as well as a day of excellent motor racing we had the added bonus of seeing and hearing close to 100 Ferrari's on the circuit together, including three ex Formula 1 cars.

February is the month for showing our cars, starting with the Galaxy of Cars at



Auckland display at Galaxy of Cars

Western Springs Stadium at the beginning of the month. This year we had five TRs on display which attracted a good degree of interest. The Galaxy of Cars is a Lions Club event with all proceeds going to charity, so we are supporting a worthy cause. Mid February is the Ellerslie Intermarque Concours d' Elegance, which requires a lot more effort. This year we again entered a team into the event with Graeme & Julie Duff and Murray and Stephanie Booth presenting immaculate cars for the judges to deliberate over, Graeme & Julie with their TR2 and Murray & Stephanie with their TR6. This year we finished in fourth place with a total of 933 points. This is our best result to date, each year we better the previous year's score. In total we had 11 cars on display with eight taking part in the TR Register display and Frank's TR4A Dove displayed in the Newmarket Room along with a Sunbeam Alpine Harrington conversion as part of a Harrington Motors display.

The end of the month saw a team of us heading south for NW2014. This was once again a well run and organised National Weekend. I particularly enjoyed the runs in that they took us through parts of Wellington previously unknown to us Aucklanders, without having to drive too far, but all on good driving TR roads. I also enjoyed the drive to and from Wellington; I think it was good for both of us (myself and my TR6). The TR6 coughed and wheezed a bit initially on leaving Auckland, and I did have some doubts. As the weekend progressed it seemed to improve and on the run home was in its element and fair purred along. It seems the cure was a good drive, having not gone far in the previous 12 months. I am sure Steve will cure that problem with some good drives coming up in the near future.

Now over to Steve –

Alisdair

Thanks Alisdair for the introduction, and I am indeed looking forward to putting a bit of spark in to the Auckland Group. Alisdair has been performing the role, alongside his other Register roles, and I think we should acknowledge his efforts with thanks. He won't be entirely walking away however as he has agreed to be part of a core group including Murray and Stephanie Booth, and myself, to come up with some fresh ideas to get the Auckland members out and about in their TR's. Thanks Murray and Steph, a woman's perspective will be good and hopefully will bring some balance.

I have gotten out and about in my TR6 as much as possible, including driving to work at least once a week, and it always brings admiring glances and the odd traffic light conversation. What a Buzz!

Outside of the events Alisdair mentioned, I put together a run for those of us unable to attend the National Weekend in Wellington, on the final day Sunday 2nd March. A cloudy morning start with coffee at Westgate, saw a TR2, 4 TR6's, and a sleek Jaguar coupe (Richard has a TR6 on the rebuild) head off along SH16 for 500metres before the first test of the day, of the Breathylyser type, which fortunately we all managed to pass.

PTO

Off through Kumeu we set, through Waikoukou Valley (some may remember from last years National Weekend Saturday run, where we stopped for lunch) via Old North Road, Kaukapakapa and on to Wellsford where we met up with a trio from the North, in sunshine.

The Cannons made the trip down from Whangarei in their TR3, the Haymans from Algies Bay in their TR2, and the Lees in their work ute. So it was that from there we headed off under Nigel Hayman's lead to the Matakana Hill road, from which we dropped down in to Matakana for a sumptuous lunch at the Rusty Pelican. Good company, good food and good conversation, which all seemed to enjoy.

A short run round the corner and we finished the day off at Morris & James, the Pottery and Sculptural Ceramics people. Les and his wife left there a little lighter of pocket, and the TR6 was a little lower for the visit. Thanks to those that came along, and for the ideas for a possible Winter Weekend Run. As is evidenced in the photo attached below, the TR's certainly brighten up any carpark.

Until next time, be safe and enjoy your motoring.

Steve Martin



LADIES - A Page

At the recent TR Nationals I noticed there were very few (2 if I remember correctly) of us who chose to attend the Concours at Southward, opting instead for a day of shopping or sightseeing or general relaxation - excellent choices for a great day! It's a new trend but a good one - there is space allowed for optional entertainment. It made me think about how we can make the full-on TR experience more pleasureable.

While the guys can enjoy 24/7 TR immersion, I need some escape and I noticed some of us have iPads or tablets, so I thought we could share some of the ways they work so well for us. Email, web browsing, Facebook, YouTube etc are all great on these little machines but wait, there's more! You will need to download the necessary apps from the App Store but they are all free ones.

Library books (app: OverDrive or BorrowBox) - most libraries now have digital access that just needs your library card number. The number of books available increases all the time and best of all, there are never any overdue fees as the book files are unable to be accessed after the return date. Look at FantasticFiction.com for info on your favourite authors and books they have published, useful site. Once downloaded, no Internet required to read them.

Magazines (app: Zinio) - totally brilliant as I get my quilting, cooking and many others, and have them all with me wherever I am. Cheaper than print, exactly the same to look at, but no dusty pile in the corner. You can delete them off your device, but they remain in your account if you want to see them again.

EBooks (iBooks, Amazon, and umpteen others) - like magazines, they are cheaper and many offer cheap deals.

News (apps: stuff, One News, 3 News, CNN, BBC, NZHerald, digg and others) - the best way to read the news but an Internet connection is required for the latest updates.

Cloud (app: iCloud, Evernote, DropBox) - save stuff to one of these apps and then be able to access it from anywhere with other devices such as phone or laptop.

Interesting talks (app: TED) a great variety of interesting thought provoking ideas.

Games (app store is overloaded with anything and everything you can think of but my personal favourite is Sudoku (TicBits version - I like most of their offerings). Others that are also addictive are Candy Crush, Bejewelled, Jelly Splash, even Plants vs Zombies (PvZ)!

And finally, one of the quickest ways to waste lots of time very enjoyably is to explore Pinterest.

If you don't have a handy little device then the next time he talks about spending up large on car parts you can justify the expense of one of these little beauties!

I am hoping to read in future issues other ways your tablet helps your day pass enjoyably!

Cheers,

Ann

Sent from my iPad (*Ed - of course*)



THE TOP O' THE SOUTH REPORT

At the time of readying for print, our group leader was otherwise engaged. Serious business in the North Island. In an effort to keep our Top O' The South flag flying, here then is a brief report from his 'co-driver'.....

CLASSIC CAR RUN TO WAIRAU VALLEY

The Nelson / Marlborough Classic Motoring Society picked the right day. Gloriously fine and sunny. And no wind. Ideal top-down conditions, and perfect for the run up the Wairau Valley. The club had planned a combined outing, with groups leaving from both Blenheim, and Nelson, converging on the Wairau Valley Tavern for lunch.

The Marlborough contingent numbered sixteen cars. And great to see TR Register member Brent Cameron among them. It fell on Brent in his Doretti, and me in the TR3A, to keep the Triumph brand to the forefront!

Club members met at the Omaka Classic Car Museum and spent an hour or so catching up with others, chatting, and viewing the great selection of earlier marques housed in the museum's collection. A site well worth visiting and one of the many tourist attractions of which Marlborough is proud. But enough of the socialising. It was time to depart. The Wairau Valley lunch date with our Nelson members awaited.

The route up the valley was typical of rural Marlborough. Quiet roads, easy driving conditions, and great scenery added to the occasion. Initially, as we wound our way from Omaka and Renwick, vineyards kept us company, flanking both sides of the road, the neat rows of plantings carefully aligned to capture the sun (there are 9 million vineyard posts in Marlborough!).

Higher up the valley, farms dotted the verdant valley floor, and distant mountains loomed closer, their tops still wearing a mantle of snow, a vestige from the previous winter. About half an hour, perhaps forty five minutes



Wairau Valley Tavern and burger (apparently well worth the wait/weight!)



later, we reached the Wairau Valley Tavern, ready for lunch, and eager to catch up with those making the trip in from Nelson.

Nelson was well represented, their eighteen vehicles already parked and dotted around the tavern grounds. Together about seventy of us crowded into that little country pub. Space was at a premium. Most elected to sit outside, finding shade from the sun, and talking and dining in the open.

It was a pleasure to meet Terry Byrne and wife Helen, who'd turned up in their TR7. I hadn't met Terry before and communicated only by phone or email. And the occasion saw the obligatory photo taken, with Brent, Terry, and I posing with our cars, proof to other TR Register members that we do get out and about.

The Wairau Valley Tavern coped well, and eventually all were fed. Aided, no doubt, by the decision to call in college pupils, convincing them to forego their Sunday exploits and lend a hand. And soon it was time to disband, the Marlborough contingent to the various parts of their province, and the Nelson group heading westward, taking a scenic route home with a late coffee stop at Havelock or Rai Valley on the way.

Thanks to those who planned the event. A most pleasant day's outing and a memorable occasion. Surely no better way to spend a Sunday.

Bill Rogers

TR Register New Zealand Concours Results 2014

Standard Class

Model	Place	Entrant	Type	Colour
TR2/3	First	Tony & Liz Philip	TR3A	Red
	Second	Ken & Catherine Saville	TR3A	Black
	Third	Graeme & Joy Thomas	TR2	BRG
TR4/4A/5/250	First	Peter & Diane Parker	TR4	Blue
	Second	Ross & Barb Mitchell	TR 250	Red
	Third			
TR6	First	Robert & Leigh Giboney	TR6	Blue
	Second	Alisdair & Helen Keucke	TR6	Red
	Third	Trevor & Jocelyn Hynds	TR6	Red
The Brian Kinge Memorial Trophy				
TR7/8	First	Keith & Beverley Allott	TR6	Green
	Second	Carol & Ray Weir	TR6	White
	Third			

Masters Class

Masters Class	First	Grant & Kate Burgess	TR6	Blue
	Second	Helen & Martin Ferner	Doretti	White
	Third	Ann Cleary	Dove	Burgundy

Peoples Choice

		Helen & Martin Ferner	Doretti	White
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Presidents Award

Alisdair Keucke	TR6	Red
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Barry Wilson Memorial Trophy

Kevin & Elizabeth Thorburn	TR7V8	Blue
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Modified Class				
Model	Place	Entrant	Type	Colour
TR2/3	First	The Tinkler Family Trophy		
	Second			
	Third	The Robert Johnston Trophy		
TR4/4A/5/250	First	Stephen & Gail Higgs	TR4	Red
	Second	Alan & Gail Hylton	TR4	Red
	Third	Alan & Norma Parks	TR5	Red
TR6	First	Barry & Sue Tervitt	TR6	Blue
	Second	Malcolm & Yvonne Baird	TR6	White
	Third	Gary & Heather Kingston	TR6	White
TR7/8	First	The Mence Family Trophy		
	Second	Ian MacPherson & Elizabeth Gowler	TR6	Blue
	Third			
Pride of Ownership				
Pride of Ownership	First	The Janice Egan Memorial Trophy		
	Second	Ken Pfeffer	TR3	White
	Third	Dick & Marianne Marshall	TR2	BRG
		Kevin & Margaret Blackstock	TR6	Mimosa
Highest Overall Points				
		The Classic Cover Cup		
		Graeme & Joy Thomas	TR2	BRG

Enthusiasts Plate				
		Warren & Jill Thomas	TR2	Red

TR Register New Zealand Inc Concourse Winners 2014 Wellington Nationals

Trophys presented by Patrick Reilly, Deputy Head of Mission, British High Commission New Zealand



Alisdair Keuke



Barry and Sue Tervitt



Gary and Heather Kingston



Graeme and Joy Thomas



Grant and Kate Burgess



Ian MacPherson and Elizabeth Gowler



Keith and Beverley Allott



Kevin Thorburn



Martin and Helen Ferner



Martin and Helen Ferner



Peter and Diane Parker



Robert Giboney



Stephen and Gail Higgs



Steve Sargent Peper Brettel



Tony and Liz Phillip



Warren Thomas & Dick Marshall



Warren Thomas



Warren Thomas



*It all happened at the
Wellington Nationals
27 February - 2 March 2014*



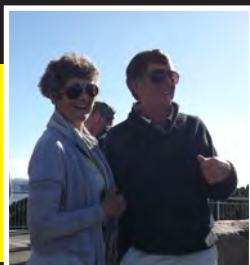


Rudyard Kipling Walter de la Mare Dylan Thomas John Hughes John Dryden William Shakespeare Elizabeth Barrett Browning Rudyard Kipling Alfred Lord Tennyson	LESTER PIKOTT Steve Redgrave Emma Lewis 1978 and 1980 BOBBY PROOF Chris Hoy 1996 David Beckham Sir Ian Botham PACKE STEWART David Beckham Paul Robeson George Best The Beatles Sir Ian Botham Sir Ian Botham
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JAM ROLY POLY Crumpets Summer pudding Plum Pudding Bread and Butter Shortbread Victoria Sponge Sticky Toffee Pudding Sussex Pond Pudding Eton Mess	BUCKINGHAM PALACE Storrerage Victoria and Albert Museum Royal Bk Ben Tower Bridge Westminster Cathedral York Minster the London Bridge Abbey 10 Downing St
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TRIUMPH TR4 Lotus Seven MG BGT Healey 3000 E Type Jaguar Hillman Minors Rolls Royce Phantom Mini Cooper Austin 1100 Standard 105 Vanguard 44 Austin Allegro Vauxhall Cavalier	PAUDINGTON Whitby Euston Blackfriars St Paul's Finsbury Coventry Charing Cross Victoria Euston Euston Victoria
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Deep South Group

Last weekend, I was up at Lake Benmore in the McKenzie country, fishing, the trees were all starting to turn, there was certainly an Autumnal feeling to the air. To make matters worse we have had a couple of snowfalls on the mountains over the last few weeks and things have definitely cooled down in the mornings. I hope it doesn't mean we are going to have a long hard winter.

We had a good representation at the Nationals in Wellington. (7 Cars) At one stage it looked like we may have had to hold a South Island meeting in Picton due to the shambles that was going on with the ferries! I was beginning to wonder if perhaps Lucas had something to do with the manufacture of some of the parts! In the end, it all turned out OK and we finally managed to get our bookings made and confirmed.

Three cars, the Allotts, Higgs and Paytons, left Dunedin at 7.00am on the Wednesday morning to make our way north to Kaikoura, our stopping place for the Wednesday night, picking up the Parks and Pennos at Waikouaiti before making our first coffee break at our regular watering hole, the Steam Cafe in Oamaru. By this time, the air temperature had warmed up so it was roofs off and on the road to Geraldine to meet the Pratts, who had motored through from Alexandra. We made our way, via the inland scenic route to Oxford and Jo Seagars restaurant for lunch, then it was straight through to Kaikoura. A great drive but some of the trucks you strike, once you hit the main road, leave a bit to be desired. An interesting thing happened on our run through, when a traffic patrol car sat in the middle of our convoy for quite a few kilometres. We couldn't decide if he was using us as camouflage for oncoming traffic or he just liked being seen with the best sports cars in the world! But it certainly ensured our driving was exemplary.

After a bit of socialising and good night's sleep it was on the road to Picton and the ferry. While we were waiting in line to go on we had the pleasure of meeting Tony and Ruth Richards, TR owners from the UK who were just finishing a trip around the South Island. They were also making their way to Wellington and the Nationals. The calm crossing ensured we all arrived in Wellington in fine form, ready and rearing to go at another Nationals.

We managed to navigate our way to the hotel, thanks to the detailed instructions given us by the Wellington group, get settled in and catch up with Colin and Jo Deaker who came across on a later ferry. It was then all go, first event, "Meet and Greet" on the Thursday night, a chance to catch up with old friends and meet new people and swap stories on what happened on the way to the Nationals.

Friday, it was up bright and early to clean the cars, get our route instructions and then out to Southwards Museum for a welcome from the Ross Webb, the local mayor,

classic car enthusiast and owner of Auto Classics a classic car sales in the area, the concourse and a look around the Museum. At this point I must admit it was the men who went to Southwards, the women took the opportunity to check the shops out and boost the economy in the central shopping district of Wellington. Both the concours and the museum visit went off well even though the weather was not all that good. At the conclusion, we were given the chance to head out to Ken Saville's, just down the road from the museum, to have a look at his garage and some of the projects he has under way and a chance to sort through his parts box for any part that we may have wanted. We then headed back to town, taking in Auto Classics on the way, to get ready for the Friday night function.

This was held at The Pines Restaurant, along the coast at Houghton Bay. We were told that from the restaurant there was a wonderful view over the Cook Strait and Houghton Bay, but not that night! Heavy rain and low visibility ensured all we saw was a full blooded Cook Strait storm.

The storm passed during the night and the next day dawned clear and sunny. Once again it was an early start. After getting our running instructions it was on the road taking in the Scenic Marine Drive, a wonderful drive on a nice day made even better by being able to do it with the tops down. It was then through the suburbs and out to the Makara area, where we enjoyed some really good TR roads. Our morning tea stop was Ohariu Farm, a restaurant and wedding venue right out in the country. After an very enjoyable morning tea, it was on to our lunch stop taking in the Paekakariki Hill road. The view from the look out, at the top of the hill, over the Kapiti Coast and down to the



Last SI feed before
ferry crossing

South Island was spectacular to say the least. From the look out, it was down the hill to the main highway and on to Plimmerton School for lunch.

Unfortunately, our car decided to die as we turned on to the main highway. We managed to coast into a lay-by and then try and work out what was wrong. It turned out to be the fuel pump, which had lost a pin, allowing the cam follower to fall off which resulted in the fuel pump not working. We were fortunate that Ken Pfeffer pulled up behind and he just happened to have a spare fuel pump in the boot! (as you do) and the expertise to fix it. Jane and I are sincerely grateful to Ken for sorting the problem, getting it fixed and helping us on our way. It's interesting that while we were on the side of the road, we not only had Ken Pfeffer stop but Ken Saville who lives just up the road, the AA, who offered to lend us any tools we wanted and Deep South members Rod and Anne Corbett who were just passing.



Although they were not attending the Nationals they just happened to live up the road and offered to tow the car to their garage to have it looked at. It's a small world when you have a TR. We made it to lunch, just as the rest of the cars were leaving. The remaining run over the hills to the Petone water front was as spectacular as the morning run with magnificent views over the harbour and city.

Saturday night's dinner was an all British affair, We were reminded of our car's heritage with Union Jack table cloths, English places of interest flags in the table centre and famous English happenings and people banners on the walls. Many people took the opportunity to dress up which added to the atmosphere. The English Deputy High Commissioner welcomed us and spoke on England and its relationship to NZ. It was then on to the awards and once again, members of the Deep South Group acquitted themselves well, taking three of the awards. Keith and Bev Allott, 1st Best TR7/8, (The Brian King Memorial Trophy). Stephen and Gail Higgs, 1st, TR4/4A/5/250, (The Robert Johnston Trophy). Alan and Norma Parks, 3rd TR4/4A/5/250. A most enjoyable and trophy wise, profitable evening.

Sunday dawned sunny and clear, it was pack up time and then on the road for the last run and farewell lunch. This time we took the Shelly Bay Scenic route which is spectacular especially on a fine, still Wellington day. The route took us up to the Mt Victoria lookout, and the view from here, over looking Wellington CBD and the harbour was really something. From here it was on through the town stopping at the famous Backbencher pub for morning tea and a quick walk around Parliament grounds. Then on the road again up towards Hutt Valley and on through Stokes Valley, Silverstream, and another great piece of country that most of the TR group didn't even know existed. Our final lunch stop was at the Trentham Race Course.

After another very enjoyable lunch, final awards and farewell speeches it was time to hit the road, back into Wellington in time to catch the ferry and the start of our trip home. (See trip account.)

To Jonathan and his organising committee, on behalf of the Deep South group, I would like to say a very big thank you for all the work you put into making the 2014 Nationals such an enjoyable and well run event.

We made their way down the Kaikoura coast on Wednesday and struck the weather bomb that hit Christchurch. Talk about testing how water proof our car is. We have never driven in such atrocious weather. The wind was driving the water off the road in waves. Around the Kaikoura coast the water had been right over the road in places and there was seaweed everywhere. We are happy to say the TR performed spectacularly and the only trouble we had was the windscreen wiper fell off on the passenger's side, (as they do). There were a few leaks but nothing to worry about and we managed to get the car dried out over the next couple of days. We stopped for a few days in Christchurch and saw the aftermath of the flooding there. You have to ask, just how much more can Christchurch take? Going into town we were having to make detours on detours and the roads gave the poor old TR hell, shaking the living daylight out of it. After all this, the rest of the run home was a breeze.

We are pleased to report that all the other Deep South Members made it home without any dramas and all agreed that it was a most enjoyable week and a half.

Jane and Trevor



The team enjoying a few quiet on stop-over in Kaikoura

DEEP SOUTH GROUP -WEST COAST JOURNEY HOME

Six couples from the Deep South Group made their way home from the Nationals via the West Coast. A late night crossing saw the first stay in Blenheim on Sunday night. Monday morning the first stop was in Renwick where the 'boys' visited the well known Auto Parts Shop while the 'girls' headed off up the street to visit the base camp of a well known fashion store, only to be told they had relocated into Blenheim, so that foray into some retail therapy didn't happen. (more opportunities later) .

Travelled on down the beautiful Wairau valley watching the rain clouds building and making the decision to put the 'tops' up as we headed for a coffee break at St Arnaud in a fairly new tourist complex. The journey through the Buller Gorge with brief breaks in the steady rain and lunch eaten during one of those breaks by the bank of the river. By the time we reached Westport, our destination for the night, the rain had stopped and that was the last we saw of rain during the trip. Having arrived mid afternoon, opportunity was taken to visit the "Coal Museum" while some chose retail therapy and were spotted heading back to the hotel later with shopping bags!



The mines on Deniston Plateau were in the sights of the Penno's and Pratt's early next morning and in perfect weather they enjoyed the visit joining the rest of us later (we had been there previously) While they did that the others went out to Cape Foulwind and walked to the lookout to enjoy the vista up and down the coast.



A visit to Punakaiki at high tide provided some great photo opportunities, none more so than when the writer was all set to take a shot and the battery died!! This is a place one never gets tired of visiting and a great place for a coffee break. Our journey continued with some choosing to visit Shantytown while others having 'missed' the turn off travelled into Hokitika to have a look around. Destination on day two was Hari Hari, once a logging settlement (pop 348 in 2006) between Hokitika and Franz Josef. Noticeable were the neatly mown frontages

and colourful gardens. Hari Hari's main claim to fame occurred on 7-1-1931, when Australian aviator Guy Menzies landed upside down in a swamp near Hari Hari, completing the first solo flight across the Tasman Sea. Menzies, who left Sydney 11 hours and 45 minutes earlier, was aiming for Blenheim but had been blown off course and mistook a swamp for flat pasture suitable for landing. Despite the accident, he was unharmed.

Wednesday morning we drove to the Okarita Lagoon area (the breeding ground of the White Heron) then on to Franz Josef for a fuel stop for both cars and people. Lake Matheson (famous for its reflections) was the scene of our next stop where a walk around the lake followed by a lovely lunch while looking at the glorious mountain views.

A drive through lovely forest took us into the car park at Fox Glacier, we then retraced our steps heading for the evening destination at Haast.

Thursday morning we made a early start for our trip through the Haast and a morning tea break at Makarora where the Parks and Pratts left to go home, while the remaining four couples travelled on to Wanaka, then lunch at Cardrona hotel and over the Crown Range, stopping at the top to enjoy the wonderful view on a glorious day. The night was spent in Arrowtown where the evening meal was enjoyed in a new restaurant. Friday saw the trip home via Ophir for lunch and then through Middelmarsh to Waikouaiti, Dunedin and Mosgiel.

The not so enjoyable feature of the trip was the number of 'road works' going on both up the East coast and down the West with many stops waiting for the 'green light' during the 2600 plus kilometres travelled.

Norma Parks



Hawkes Bay Happenings...

Wow it doesn't seem long ago I was writing for the December Transmission. Now summer has finished and we are into autumn - so they say. As I write this it is 27 deg and sunny on a day that is supposed to be extremely wet and windy as cyclone Lusi passes over us. So maybe summer hasn't finished with us yet.

We have had a few outings over summer with the usual small group attending. Sunday 8th December we gathered at our place for a Christmas barbeque. It seems whenever we have one here the wind blows strongly from the west, but thankfully this time it stayed dry. A pleasant day of chatter over some liquid refreshment and barbeque food.

January 19th was our New Year picnic run. It was lovely to have Warwick and Janice Knibb join us in their lovely red TR3. A very warm day as we met at the Silky Oak Chocolate Factory for coffee. Not much point buying any chocolate as it was destined to melt. 4 cars on this run, Warwick & Janice TR3, Ray & Carol TR7, Bruce & Trish Sub2 (the TR2 was undergoing an under bonnet repaint which turned into an engine rebuild) and Joy & me in our TR2. A wonderful drive to the DOC campsite at Kuripapango on the



Taihape road. No-one else here apart from a group from the Military Vehicle Club camping for a few days. We wandered down to the river and two hardy souls went swimming (Ray & Graeme). Not quite pool temperature but 'refreshing' on such a hot day. Lunch under some shade and chatter about all sorts of things from cars to orchard life.



February 6 (Waitangi Day) was cool but dry. We had decided to do something a little different. We met at our place for coffee (no surcharge) then drove out to Westshore (Bevans & dogs, Weirs and Thomas). A walk was next along one of the many walkways in Hawke's Bay. This one from Westshore to Bayview. At the end of the walkway we went down onto the beach and walked to the Snapper Cafe at Snapper Park campground, for lunch. Unfortunately the legacy of the 1931 earthquake is that the beach is fine shingle so walking on it is a good way to work up an appetite. The food and service was wonderful so after relaxing and chatting it was time to walk back, hunting for the dog lead that had been dropped on the

outward journey (located by the intrepid leader).



The National Weekend in Wellington was our next outing. We gathered at Bruce & Trish Hislop's for coffee and lovely food (thanks Trish) on Thursday 27th morning. A cool but clear morning but it warmed up quickly. Ray & Lyn Shutler TR4a from Gisborne had joined us (Ray & Carol Weir TR7, Steve Bevan TR6 - Maree was already in Wellington,

Joy & I TR2 and Bruce & Trish). Bruce's car had a major engine failure a couple of weeks prior so Dick Marshall had very kindly loaned Bruce his new acquisition - a yellow TR4a. We were surprised with a visit from Ron Robbie (TR2) who had been in Oz for the last 6 months or so. He kindly came to catch up and see us off - in his Jaguar XKR!

So 5 TRs headed south on SH2 travelling via the Manawatu Gorge, a beautiful drive, stopping at Shannon for lunch and some retail therapy for the ladies. Another stop at the

factory shops in Otaki and our final leg to the Capital. The view as we met the west coast was magnificent with the sun sparkling on the calm sea. On through the tunnels and arriving at the Brentwood Lodge to catch up with other TR folk and register. Our group decided to go out to a local Indian restaurant and were pleased we did as the food was fantastic. Friday dawned overcast with a strong westerly wind blowing. The boys drove up to Southwards Motor Museum for the concours while the girls went into

town for a look around and shopping. I stopped for petrol on Aotea Quay and when I got onto the motorway, came across Ken Pfeffer stopped with bonnet up on the TR3. A faulty coil had stopped the car but fortunately the knight in shining armour (Sir Kevin Tinkler) happened to have one in his stash of TR goodies. We arrived at the venue just as the welcome speech concluded. The concours was set up in the carpark with cars parked in their various model categories and the judges set about checking them over. Well done guys you did a grand job. Some went and had a look around the museum while others had a welcome coffee. After judging we headed back into the city and met up with the girls for a late lunch.

Friday night dinner was held at The Pines in Houghton Bay. We were bussed there and walked up to the restaurant, great views. It had started bucketing down with rain and then the wind turned to the south west as was predicted. A lovely meal and lots of socialising.

Saturday morning dawned fine but with a very cold southerly blowing. A drive had been set which took us around the southern bays then through Karori and out to a winding rural road, coming back into civilisation in Johnsonville. We had never seen this part of Wellington. A stop for coffee and muffins at an outdoor adventure centre. From Johnsonville we worked our way north and over the Paekakariki hill. A wonderful view from the lookout over Kapiti Island. The Police and a tow truck were here removing a vehicle which had tried to drive over the edge. A very nice lunch was put on for us by Plimmerton School.

Saturday dinner was held at the Brentwood. A theme of Best of British had been decided on. The room was decorated with all things British with lists of sports people, car brands, poets and the tables had wonderful Union Jack cloths on them. The decorating was done by Welligton members William and Barbara Whewell, who were also responsible for the quiz sheet on the drives. Well done guys. The evening was opened by the Deputy British High Commissioner with a very entertaining talk and then the presentation of trophies for the concours. Ray & Carol Weir got 2nd place with their TR7 and Joy & I 3rd place in the sidescreen cars. There were some very good British dress-ups, with Beatles in Sgt Pepper guise, Our Hawke's Bay group as royalty wearing TRas (very subtle) and Steve & Maree as Wally. The winners were deemed to be William & Barbara as Beefeaters - both were wearing a placard with a drawing of a cow with a large piece bitten out of its' back.

Sunday morning dawned calm and sunny and after checkout a drive around Shelley Bay Rd, passing joggers, cyclists and of course very busy cafes on the eastern side. Up to Mt Victoria which was very busy with tourists and absolutely magnificent with blue sky and no wind. Wellington can certainly turn on some nice days. Through the city to meet at The Back Bench bar opposite the Beehive for coffee and muffins - yum. Onward into .

the Hutt Valley and a rural drive on the western side before returning to Trentham Racecourse for the final lunch. Further prizes were given out including the Barry Wilson Trophy for the TR with the 'Best Vibe'. I was fortunate in being able to say a few words in remembrance of Barry. The biggest surprise for Joy & me was winning the overall points trophy for the weekend. And so after a lovely lunch it was time to say our goodbyes and head home. For some a few days more with the Tour which by all accounts was very good. A big hearty thanks to all the Wellington team who helped with the weekend. Everything ran smoothly and we thoroughly enjoyed seeing Wellington from a different perspective to our usual visits - Well Done. We now look forward to the mid winter get together in Rotorua and of course next year's National Weekend in Blenheim.

During the following week we had the privilege of hosting Anthony and Ruth Richards from the Leicester Branch of the UK TR Register. We had a very pleasant evening chatting about cars and travel as they paused between the Weekend and Tour and some tramping around Lake Waikaremoana. We hope to catch up again on our next visit to the UK.

Sunday the 9th of March was the Wheels on Windsor display of classic cars. Steve & Maree Bevan and I showed our cars amongst other Triumphs from the Hawke's Bay Triumph Club, flying the TR Register banner of course. A good day - not too hot with a wide variety of vehicles on show from a baby Austin 7 fire engine to the latest F Type Jaguar. I think my favourite car this year was a midnight blue 1961 Alvis TD - very classy. Thanks for the lunch Maree.

Our club nites happen most months with a regular attendance. That's about all of my ramblings for this edition.

Safe & Happy MoTRing

Graeme & Joy

MAKING A TR4 ROAD FRIENDLY

I had been looking for a TR4 for sometime. I was looking for a car where someone else had spent the bulk of the money on restoration, and ideally one that was enhanced performance wise. Graham Lucas's (AK) car came on the market. Initially I dismissed it, as the asking price was significantly greater than my budget.

Few months passed and the car was still for sale and I decided to enquire of Graham a bit more about the car (had I been hasty in my dismissal?). Graham's description of what had been done to car did it. I was on the plane to Auckland to check it out. Why the change of heart? It was apparent that Graham had set this car up very well and that it probably wouldn't cost much to make it a road friendly.

My first impressions of the car were that it was somewhat 'brutal'- a full roll cage, very stiff suspension, very noisy exhaust, loud induction, interior stripped out etc . It is easy to see why some baby-boomers with limited mechanical knowledge would have been put off. It was one of those situations of "can't see the forest for the trees". Before I left to inspect the car I promised myself I would sleep on a purchase/non-purchase decision. In the event I decided not to purchase, primarily because I was concerned that I might not get the use out of it as I have another classic sports car, an MG TC.

My decision troubled me. My reasoning was it was such a well-prepared car and that relatively little would need to be spent on it to make it more road friendly. After a few weeks I rang Graham and advised I had changed my mind and enquired if it was still for sale. I was told that someone was coming around next day who was pretty keen to buy. Bugger!. Anyway I made my unconditional offer and much to my delight the prospective buyer didn't pursue a purchase.

A few weeks later I was on a plane to Auckland to pick the car up and drive down to Dunedin. Graham seemed slightly nervous about this proposal. I assume he had never driven the car in its current form for such a distance. I on the other hand having had good look over the car and being advised of all the work that had been done on it, I had no significant concerns.

The drive south was completed in two easy days and was a buzz. I came equipped for the trip with high quality earmuffs that helped a lot. But it was driver's window down all the way due to exhaust fumes—which got worse following several arguments between the exhaust system and petrol stations driveways. It was on this trip that my intentions for the car firmed up, namely I was not going to modify the car to make it original –rather I was going to make it more user friendly as a fast road car and something similar to the TR4 works rally cars.

Once home I had a more thorough assessment of the car and was even more pleased with my purchase. Graham had clearly put a lot of 'good bits' on the car and the body and chassis were spotless underneath. All the good bits were staying!

First on my to do list was the exhaust system. Aside from the extractors I completely

replaced it but still keep the muffler free-flow. Next was the induction side. The 45 Webbers were extremely noisy and I was concerned about spitting and risk of a fire. I decided to fit a Revington air-box that involved some surgery (standard) on the guard and smaller trumpets. This resulted in a substantial reduction in noise and the cooler air probably improved the performance a bit.

Next on my list was the suspension. I replaced the heavy-duty race front shocks with standard classic adjustable SPAXs and inserted taller springs. I left the rear alone. It has double main leaf springs and re-valved shocks. Much to my surprise the car was level. While it still is a firm ride its not uncomfortable and most importantly it goes round corners just about as well as an Audi TT Quarto I once had.

I now turned my attention to the interior. The car was fitted with a full roll cage welded to the floor and door pillars, and bolted to the chassis –front and rear. I decided to remove the entire frame forward of the seats. This still left me with solid rollover protection- but a space behind the seats that could not be used. Moreover the roll frame was restricting access to the bolts that held the hard- top on and restricted the amount by which I could refit the (winged) racing seats further back – highly desirable for a six-foot driver. I decided to remove the rest of the safety frame. I also looked into replacing the seats with MX5 adjustable ones but in the end considered the existing racing seats looked better. Original seats were out of the question- no decent support and zero protection for upper back and head and neck.

As the original interior lining kit would look silly beside the cloth racing seats I



decided to trim the interior with black synthetic material which matched the seats.

Some attention had already been given to reducing unsprung weight with the removal of the front bumper and an all alloy radiator cooled by an electric thermostatic fan. The alloy radiator core failed early on and fortunately I was able to source a new BMW core that needed minor mods. In keeping with the works rally appearance and a further aid to reducing unsprung weight I removed the rear bumper.

I fitted period spots on the front and a spot on the boot as per the works rally cars.

The original heater and windscreen washers were missing so I fitted modern devices.

I have done nothing to the engine. The motor is surprisingly tractable-although lots of low rev idling is not a place it likes to be.

The gearing is on the low side but the plus is the rapid acceleration. Graham fitted a 5 speed Toyota gearbox that is a delight to use. Cornering/traction is assisted by a Quaife limited slip diff, and 205/55 R15s on the rear and 195/55 R15s on the front, and 20mm anti-sway bar.

The car is real pleasure to drive on the open road and its acceleration and cornering ability comes as a surprise to many a driver of a 'modern'. "Going" needs to be matched with "stopping" and this is well and truly in hand with 4 pot discs assisted by a booster and a dual hydraulic system.

John Langley



The Registrar Reports...

A few changes of ownership to report this time...

Barry Wilson's TR2 (TS8580) continues its long 48-year association with the Wilson family as it is now in the hands of daughter and new Register member Jade Lloyd in Twizel. Jade tells us 'it is our intention to tidy it up a bit and use it as an everyday driver.'

Norm Holland has acquired TR4A CTC71770-O after it had reposed in a 'barn' for the last +20 years. Norm reports it as 'complete and reasonable – so far...'

TradeMe has been pretty busy of late, mainly with TR6s for sale. Included among these are:

Ashley Southgate has sold his recently-restored yellow TR6 (comm. no. CR1072) to new Register member Andrew Cunningham of Kohimarama.

A recently imported TR6 at Taupo was listed on TradeMe for \$66,900 – well tricked up with triple Webers, roll cage, etc....

It was great to see a turnout of around 50 TRs (and one Accord...) at the National Weekend. The standard of TRs becomes noticeably higher each year, which leaves the concours judges with much more work to separate the entrants. It is also reflected in the market prices now being asked. The days of the 'concours d'negligence' have long gone.

And it is always most encouraging to see the number of sidescreen cars and owners prepared to risk the vagaries of wind, weather, distance, water pumps and ignition coils to join the gathering of the clan.

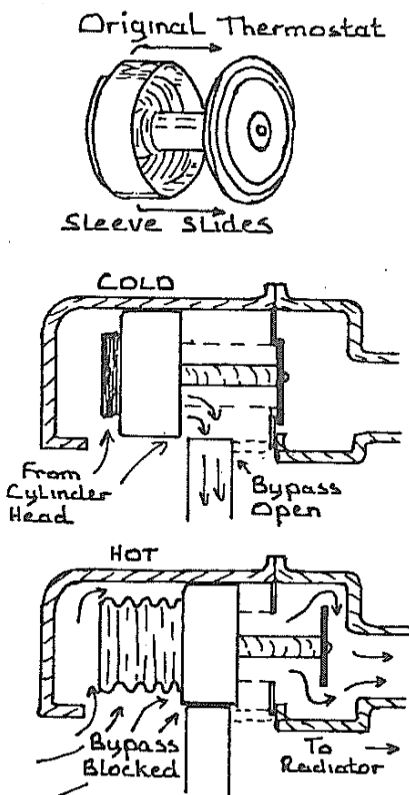
While at the National Weekend we did get a lead on a 'new-to-us' yellow TR5 in the Wellington region, which has apparently been in storage for the last 15 years after failing its VIN inspection. Any further information from Wellington members is most welcome...

Kevin Tinkler

Tech bits and pieces

THERMOSTATS - HOW NOT TO LOSE YOUR COOL

Just about the time you feel you are an expert on a given subject, along comes a piece of information which you have overlooked that is so simple and evident that you begin to question your expertise. I have been chasing the problem of overheating hammer and tongs since I first built the 2600cc motor. However, it appears that I have overlooked a simple and important item.



I was looking through some old TRA publications and ran across a letter on this very problem in which the writer made the observation that an "aftermarket" thermostat did not have the required sleeve to block the bypass port after the engine had warmed up. I went to some of my factory drawings and lo and behold he was absolutely correct.

What was intended to occur was that when the engine was cold, the blocking sleeve on the thermostat was behind the bypass port, allowing coolant from the cylinder head to pass through and into the water pump, then back into the engine. As the engine reached operating temperature, the sleeve moved forward with the thermostat valve and blocked the bypass port, forcing the coolant to go through the radiator. However, with an aftermarket thermostat, there is no blocking sleeve and as it is easier to pump water downhill from the cylinder head than it is to pump it uphill from the radiator, a good portion of the coolant is able to bypass the radiator and does not get cooled while the engine is running.

Story by Ken Gillanders, provided by Ken Pfeffer. Thanks to the two Kents.

OVERDRIVE SERVICING

Following up on Robert Johnston's article in Dec. TRansmission, I have had an ongoing problem with my overdrive unit. Attempting fixing it myself is way beyond my technical ability, as it would be for most members I suspect. Even most regular mechanics aren't interested at looking at overdrive units these days.

I can't remember where the original recommendation came from, but I was given the name of Miles Udy, a semi retired transmission specialist who now lives in the country south of Levin and works from a large home workshop. Miles was happy to look at it for me and promptly carried out the necessary work. He even supplied new springs from his own supply. He said that he "quite enjoyed" working on overdrives. He does gearboxes too of course.

I thought this contact might be of interest to other members. His number is 06 3626146.

Regards

John Hill.

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.

TRansactions

TR6 1973 CR, NZ new.

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
09 638 7599

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

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

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

TR2-3A

1 x pair windscreen stauncheons
\$100

1 x used speedo \$100

1 x used tach \$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

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)838-5695 work; email: mail@jetpatcher.com

1981 TR7V8/TR8

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 81TR8, plus much more. Only 55,000 miles.

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

\$20,000 ono".

Pete 027 523 3664

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

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

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

And PTO for more TRansactions

TRansactions



**A set of 4 Wire Wheels (Dunlop)
15" x 5.5" 72 spoke to fit
TR4A, TR5, TR250, TR6 etc
(P/n WWP457C)
Picture left**

These wheels are silver painted steel and have only been used for somewhere between 1000 & 2000 miles total since new. These wheels were on my TR5 when I bought it in 1991 but, when it was rebuilt, were replaced by chrome wire wheels. They are fitted with tyres (Goodyear NCT VR65 205/65R15), tubes and wheel liners. Tyres have between approx. 3mm & 4.5mm tread remaining.

New cost would be about \$370 each for the wheels. I would like \$225 each for these. ..consider the tyres, liners & tubes included free.

Contact Robert Johnston 09-5751661 or robert@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

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

WANTED

For TR7 UK spec

Front bumper
Rear bumper
Two front wheel hubs
LH & RH leg struts

Neil Whittaker
06 3684649
jnwhittaker@xtra.co.nz

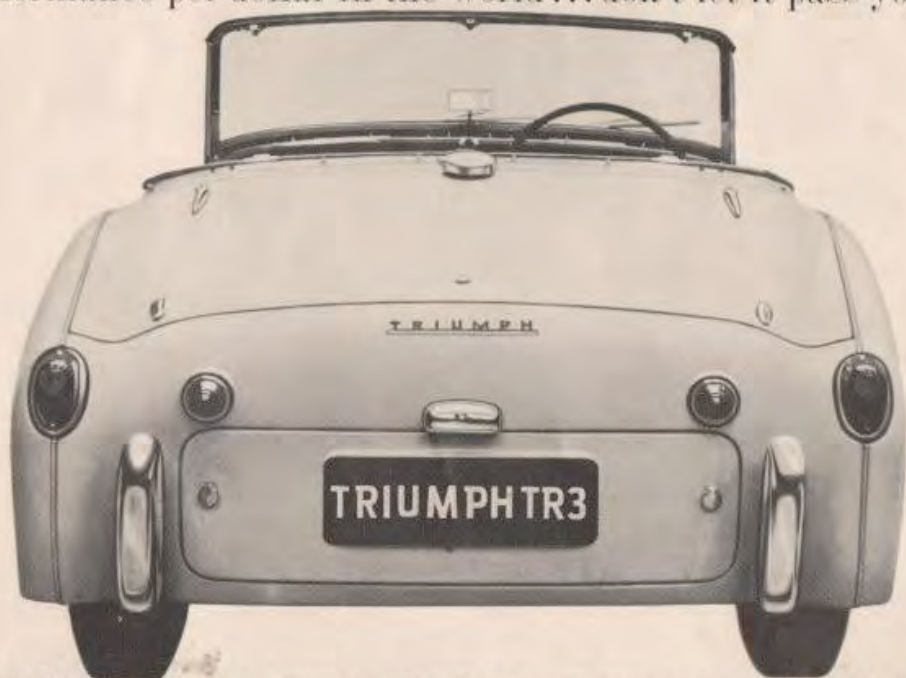
The Best of British



The Booths TR6 at Ellerslie



Behind this magnificent new front lies the greatest sports car performance per dollar in the world ... don't let it pass you by



Standard-Triumph Motor Co., Inc., Dept. F1, 1745 Broadway (at 56th St.), New York 22, N.Y.