





Auckland members during a very successful run



TR Grand-daddy? 1934 Triumph Dolomite

TRAnsmiSSion

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FRONT COVER

**Canterbury group TR collection
outside another car collection,
Baines Garage, just north of
Christchurch.**

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

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TOP TORQUE



So it's officially spring, it's a bit of a stretch to imagine because as I write this piece it's cold overcast and raining. Ever the optimist I'm sure it's going to clear up, just in time to go to work on Monday. Let's see what has been happening over the last few winter months. Well it has been winter and not a lot is the answer unless you count the pre-election rhetoric we have been bombarded with of late.

The TR marque has been featured in a couple of Classic Car magazine issues of late. We saw the feature on the Dove but in the March issue looking back Murray and Stephanie Booth's TR6 looks resplendent at the Ellerslie concours and a red TR2 is pictured at an event in Whangarei. But wait there is more, Customs St in Auckland city has become upmarket with the old warehouse buildings now converted to trendy uses. Within this precinct is a menswear store beautifully displaying Simon Moore's TR2 in its red suit (Ed - see P11). And at Whitianga on the Coromandel, Graeme Duff's TR2 is the feature of a window display, also in red, although I was left wondering if these retailers know our loved ones do leave their mark. It all helps keep the marque out there in the public eye. Speaking with the editor of Classic car magazine he has a section called "Behind the Garage Door" where they feature cars entering or in the early stages of restoration. If you have photos of your restoration and it's still in progress just send him the images with a few words and he will publish them.

The AGM will be upon us shortly. It is to be held on Tuesday 11th November at 7.30pm. The venue is listed elsewhere in this issue and I'm assured there will be food and wine available so please come and join us that evening for the AGM followed by dinner.

Speaking of dinners, as you will now be aware the Auckland Group is now up and running again under the leadership of Steve Martin, Murray and Stephanie Booth together with Alisdair Keucke. If the turnout to the recent dinner was anything to go by then the key learning I got is that events must always include our better halves to make it such a success.

National Weekend 2015 as you are aware is to be held in Blenheim. As there are few members in the area the organisation has been split among a number of volunteers around the country, headed by Ian Harris, Alisdair Keucke, Trevor Hynds and myself. The planning is well underway, the Thursday/ Friday will be organised by the Auckland Group, Canterbury the Saturday and the Sunday by Steve Brettell and Grant Simpson from

Wellington. The after tour will head north to the Nelson district and is being organised by Lyn and Val Scott of Christchurch. We are ensuring we communicate with you directly by email and the information is also published on the website. If you haven't been receiving emails either we don't have your current address, or you haven't opened them. We know that a high proportion of those we email do not open them – the GCSB have nothing on us, we have our own tap into the Southern Cross cable. Accommodation has been reserved for you to book but as February is the high season there is pressure on accommodation in the area, so please ring and secure your room as soon as possible. We are getting a good level of registrations, although we would like all registrations in by the end of November, your earlier commitment allows us to plan with more surety.

The Marlborough district is simply beautiful and we will explore the many features it offers, perhaps the odd glass of wine with friends might not go amiss. So we are anticipating a big turnout, book now and you won't be disappointed.

If you are like me and haven't turned your attention to getting the TR fit for summer as yet, then raise it to the top of the priority list ahead of the lawns. I see the South Islanders are on to it, they are out and about in their TRs already.

Frank

TR Register Annual General Meeting 2014

The TR Register AGM will be held on Tuesday 11th November 7.00pm.

Venue - Horse & Trap, 3 Enfield Street, Mt. Eden - Downstairs Courtyard Bar.

Bring your partner and stay for a meal and a chat over a drink after the meeting. Check out their web site menu - www.HorseandTrap.co.nz

EDITORIAL TEAM *TALK*

The Spring has sprung, the grass has certainly ris', we wonder where the TR is.....

Based on the stories shared from around the country, it seems the TRs are slowly emerging from their garages and their drivers and passengers from their caves, so if you aren't one whose been on a car run yet this spring, hopefully there's some inspiration for you in this edition of TRansmission.

It would be risky for us to comment on the results of the recent national election (and, anyway, the editorial team may not be able to agree whether to celebrate or protest the outcome!), but surely we all agree that it's great the circus of the election lead-up is over. We can move on to more positive things, like enjoying the cars, company, and travels that our TR ownership offers.

Speaking of cars, good company, and travels, you will have seen the papers for Nationals 2015 that arrived with your TRansmission. Blenheim, together with its surrounds, is a beautiful part of our country, it produces some great wine and some lovely places to enjoy it, offers great roads, and consistently has some of NZ's best weather for open top sports cars, So we strongly recommend you make the effort to be there.

The 2014/15 TR Calendar was very popular. At this stage the 2015/16 Calendar won't cover 12 months or will be full of Southern cars, and we know you wouldn't like that, so see the promo on the next page and get us your photos. Please!

Many of the articles in this mag mention cars being restored and shortly getting back on the road, or already there, so we are really keen to receive stories/photos/advice/warnings from your experience that you are happy to share with your fellow-members through Transmission.

The next edition will be Christmas! Make sure you frequently enjoy your TRs and our roads between now and then.

Stephen, Trevor, & Brian

Waikato Wanderings



Greetings from the Waikato group.

Well as the Transmission editor predicted the last 3 months have seen the TRs in the Waikato go deep under cover; the Mid-Winter Christmas run organised by Rocky and Rebecca worked out to be a great weekend but since then nothing unless the cars needed a warrant, then a quick dash to the garage was required.

Having said that though, the group does enjoy getting together every month at the pub. In a vain attempt to get some type for the magazine I asked the Waikato group for any news and Bob Birdsall sent me a great story involving the rescue of a TR, so I hope you can enjoy that, starting on the next page. There is also a rumour around that Merv Thurborn's TR4 is getting to a point in the restoration of putting the seats in, now that is exciting!

I hope to report some group motoring news in the next magazine as we all move out of our respective caves .

Happy motoring

Peter.P

WANTED

Photos of your TR, dead or alive
For the TR Register's 2015/16 calendar.

Reward \$\$\$\$\$

Your photo as "Car of the Month"
PLUS a free calendar

Email photos to: editor@trregister.co.nz
by 30 November 2014

Intrepid Journeys - Adelaide to Brisbane in a TR

I had a call recently from an old friend from my teenage years in the UK. We shall call him Martin, purely for reasons of anonymity – also that happens to be his name.

Martin confessed that he had fallen in love with a younger woman called Ruby who lived in Adelaide and his very understanding wife had agreed for him to go to Adelaide to pick her up and bring her home, further more, would I help? Naturally I wondered was he mad as he already had a lovely wife in Brisbane and it sounded like this new love was possibly also infirm.

However, I digress. Ruby turned out to be a 1959 TR3A, the same as my own, which he had bought sight unseen! and I was invited to help drive it back from Adelaide. A very quick decision was made, bag packed and off to Adelaide.

On arrival I was met by Martin and Ruby. Sadly the day after Martin had committed to buy the car, she had a shunt up the rear end. However, the insurance company agreed to have the work done on his return to Brisbane. So off we went to our downtown hotel. Bad start – Ruby was obviously not used to the traffic and overheated badly – no electric fan. Anyway we crawled into town with stops for an occasional cooling off.



Day 1

Pushed the start button – no go – flat battery. Had to push start and off to Repco where we got a replacement battery. We then went for our first drive on open road to Birdwood, the National Car Museum- a great collection of cars. On the way, my first opportunity to see a koala bear in the wild.

Day 2

Off to St Anaud about 700km. It was now that we became aware of Ruby's steering problems, almost 12 inches of play. I think that the worm had parted company with the peg many years ago. We finally managed to conquer the floating steering with the art of "tacking" – as with sailing in the wind! Then off to the historic town on Handorf. Handorf was one of the first towns in Australia to be planned specifically for non-British immigrants and is the oldest German town in Australia, with a very pretty tree lined main street.

Day 3

That day we continued to Narrandera, about another 500ks. Not much to see apart from the occasional dead kangaroo, even the never ending landscape of gum trees are now gone. At one stage we passed 400 or 500 hot rods driving in the other direction on their way to Adelaide for a meet presumably.

The car then started to misbehave badly as TRs do on occasions. We had a check of points and the usual bits and finally called up the AA who weren't too interested at all, suggesting we limped on to Wagga Wagga about 100km east. In Wagga Wagga we drove around and finally found a garage called The Old School Garage and that is exactly what we needed. Tim the owner checked the timing which was way out, plus put in the new condenser and points that we had fortunately brought with us. We were on our way once again with the TR now humming along happily at 110kmph for the next 500km or so to Dubbo.

On the way to Dubbo we passed through Forbes which boasted a privately owned motor museum with a great collection of cars, including an unrestored 1915 Swift, all original apart from the upholstery and the bodywork, the latter which had been handpainted originally and had been redone, again by hand. The car had been owned by one family since new!



After Forbes we passed by a wreckers yard at Peak Hill full of cars from the 50s, 60s and 70s.

Day 4

We decided we would head to the coast and made it without incident to Coffs Harbour, about 800km. Suddenly a big change of scenery – green vegetation, stock in the paddocks, a lovely drive down from 3000 feet on roads not unlike the Coromandel, great touring country.

Day 5

From Coffs Harbour on to Byron Bay, inland, via a very scenic route of rainforest and bush, not unlike New Zealand.

When it rains in Australia it really rains as we found out on the motorway with the hood down. No problem, except it was a new hood and hadn't been on and stretched before. After futile efforts we managed to get it partially up at last and apart from needing a submersible pump we were on our way again.

Finally we arrived in Brisbane after nearly 3,000km, few problems on the way but a fun trip with good company.

As an observation, a noticeable difference between driving a TR for 3,000km in 2014 and my first TR in 1960 is that the girls no longer wave and smile when you drive past. They just laugh and make gestures with their fingers! One other major difference is that the TR3 I owned in 1960 was a lot easier to get in and out of than my current TR3A. I am sure that the models were not that much different!

Bob Birdsall

Tairua

Update

Ruby is now happy in her new home and being well cared for. Her dowry of \$1500 has paid for her new Queensland licence plates and the MOT examination. Her tail end has had major surgery and her wayward steering is currently being rebuilt. Martin has joined the local TR Register.



City of Sails Area Report

Winter, the most dreaded season of the year for topless drivers but a great time to enjoy that other part of being a club member – socialising! And so it has been this quarter for the Auckland Group with both our 'Mid Winter Lunch' and Tuesday pub night 'Partners Dinner' both well attended.

First though, a big thanks from Auckland and in particular those members of the 'Hard Core' who made the trip to what I understand was a wonderful 'Mid Winter Run' to Rotorua outstandingly led by Rocky & Rebecca Fiske. This event seems to be setting the yardstick by which other organisers will be measured.

At the end of June, and therefore not actually within this report period, the Auckland Group Mid Winter Lunch was this year moved from the very popular venue at Villa Maria to another gem of a venue at Hallertau in Riverhead. The other restaurant goers also enjoying the food were treated to the sight of eight topless TRs and a very elegant European taking pride of place in the roadside carpark. With the Cannons down from Whangarei in their TR3 joined by the Haymans at Warkworth in their TR2 the northern contingent arrived first followed by the Duffs from Whitianga. The Black Opel of the Hendrix's was next then the rest of the Auckland contingent arrived in convoy after a too short run from the central city across the bridge and down the enjoyably winding roads of Coatsville. A TR4, 5 TR6's and a couple of modern German sedans; a very fine sight indeed. Boutique Beer, a wholesome platter, followed by a tasty main course and entertainment by way of a Fusion Jazz four piece band. Outstanding! Almost 20 of us and my thanks to all for your attendance.

With no organised runs during July our next event was Pub Night (first Tuesday in August) which was to be a Partners Dinner. Murray and Stephanie Booth did some research and the venue was found. On the slopes up to Ponsonby, The Cav has a view



back to the central city which would be the envy of many. And the Auckland members turned out in fine spirit and good number. 29 of us enjoyed each others company and the fare provided by a busy but organised staff. Unfortunately the size of the group meant we were split into three, and with so many ordering food the gap from 1st to 3rd table was a tad too long. Thank You for your patience, your tolerance, and good humour. A must do again.

The last weekend in August saw some of the 'Hard Core' heading off Up North to Whangarei to join with the Northland Classic & Sports Car Club run to Paihia. The Daffodil Day Rally is in support of the Cancer Society, a most worthy cause. Unfortunately the weather conspired to make it a bit wet and perhaps not as much fun as it could have been. Dennis and Anne Greenman made the trip up north and enjoyed the hospitality of the NCSCC, however the Sunday run had to be postponed as the weather worsened. Unfortunately the sad tale doesn't finish there as the Greenmans TR6 developed a Lucas Nightmare at Warkworth, and a transporter was the only possible end to an otherwise frustrating adventure.

As the deadline approaches for this report to be filed another joint run is upon us. This time the TR Register were invited to join our 'traditional rivals' the MG Car Club on their 2014 MG Classic Marathon. A relaxed touring weekend covering approximately 600kms exploring some of the lesser known back-country roads of the South Auckland and Waikato areas. I myself was sorely tempted with this one being the weekend of Sept 13/14 as my birthday is the 13th. However fate chose to intervene in a most alarming manner. A burst cold water pipe in the sleepout above our garage dumped a large amount of water straight down and into my TR6. Bugger! Anyway, I am sure a great weekend was had by those who chose to join in. Anyone got a Super Sucker that'll work in a small space?

Haven't there been a lot of TRs on Trademe lately? 3s, 3B, 4, a couple of 6s and a brace of 7s (8s). I have been fortunate enough to be involved in connecting a couple of would be owners of 4s with our Registrar Mr Kevin Tinkler. He no doubt gave them a very good run down on the major points of interest to be taking special note of. Another couple of new members? Maybe.

And a photo to the right of a nice TR2 featuring in a display in an Auckland's RJB Design Menswear. Nice! (And obviously **the** place to shop in the big smoke, Steve - Ed)



And who wasn't proud of the very good feature on the President's own GTR4A Dove in Classic Car?

Roll on summer and if you are out and about Be Safe!

Steve Martin



Deep South Group

Spring is here, Like the rest of New Zealand things have been pretty quiet motoring wise down here in the Deep South. Thankfully it is now beginning to pick up.

We had our annual Curling Weekend (see report and photos further in the magazine) at Naseby. Nine cars turned up for a very enjoyable weekend of motoring, socialising and curling. Curling is great fun although it can be somewhat frustrating as you know what you want the stone to do but the stone has a mind of its own. I would thoroughly recommend if you are ever up Naseby way to go to the Curling Rink and have a go, it's a lot of fun and it's open all year round.

The next event we were involved with was the Auto Spectacular, an annual motoring extravaganza that is held here in Dunedin every September. It displays all that is great, motoring wise, here in the Deep South. Our team had a stand in the show and displayed six cars, showing the flag for the TR Register and the Deep South Group and looking for new members. (See accompanying photos next page.)

Planning is also under way for the End of Year Mystery Tour, this year being run by Linda and Murray Coomer. They have been out on the road setting the route and are busy getting it all down on paper. Once again it promises to be a great weekend and Linda and Murray have assured us we are in for a good time.

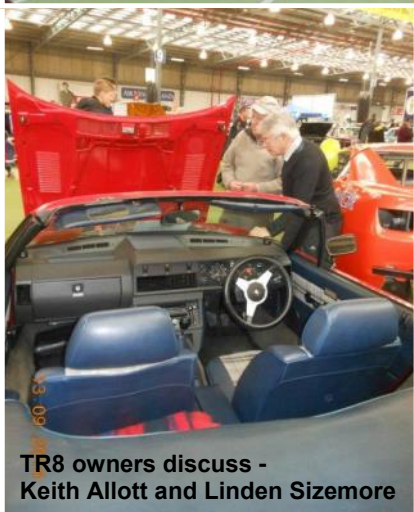
It is great to have Peter and Julie Drummond join the Deep South Group as they have moved to Arrowtown from Christchurch. Peter has nearly finished restoring his TR3A and we are all looking forward to seeing it on the road in the near future.

For those of you who make a trip down south to see the beautiful country and roads that we have to offer, get hold of the Register's membership list and check out which members live in the area you are visiting, We love to see or hear from any members who happen to be in our neck of the woods.

There has been a good response to the Nationals in Blenheim from members in the south and we will be having a large team in attendance. We will be doing our usual pre Nationals tour on the way up to Blenheim, stopping overnight at Methven. It helps break the trip and gets us into the Nationals' mood before we arrive.

Until next issue, have a great Spring and we trust you will have a chance to get out and enjoy plenty of motoring.

Jane and Trevor



TR8 owners discuss -
Keith Allott and Linden Sizemore



John Langley's
very sporty TR4



13.09.2014



Group Leader hard at it

THE DEEP SOUTH ANNUAL CURLING MATCH.

Spring is here! and not before time. Many days have been full of the “joys of spring” over the last few weeks.

The Deep South Group has just had their annual Curling Weekend at Naseby. The Dunedin contingent, Doug and Viv, Lindsay and Liz, Mark and Vicki and Trevor and Jane headed off from Hope and Sons car park at 9.45am, meeting the balance of the group on the road. It was a beautiful morning so most of us, who were allowed, had tops down to make the most of it. The run up to Oamaru and the Riverstone Restaurant, where we were booked into for lunch, was most enjoyable. The run over the Mount Cargill road and then around the Seacliff coastal route reminded us of why we live in this part of the country. It was truly superb, the sea was like glass and the views were to die for.

We arrived at the Riverstone Restaurant, and met up with John and Denise, who had motored down from Christchurch to join us. After a very pleasant meal, it was on the road again back down south, taking in Kakanui and that great motoring run around the coastal route to Wainakaru. This is a great road for taking visitors and tours and to see the erosion that is occurring along this road, (Global Warming?) is a great worry, there is the possibility that we could lose this section of road altogether. The local council is still trying to work out what they are going to do to slow it down but at the moment, the sea seems to have the upper hand. You certainly can't argue with mother nature. It was down through Trotters George having to negotiate the road damage



How it's done

caused by logging trucks working in the area, then on to Palmerton before turning right and heading over the Pig Route to Naseby. As we got nearer to Naseby we observed the hills were well covered with snow and at Naseby itself the ground still had a good covering of snow left over from the 90cm dump they received on the weekend previous.

The rest of our group, Ian and Lynn Gray, Peter and Julie Drummond, Joel and Keri Chisholm and Lorna and David Wright were at the motel to greet us. They had motored down from Central Otago to join us.



Team Putin

After a cleanup and a social get-together, it was over to the restaurant for a few drinks by the fire before dinner. They have a great fire place in the dining room, (it takes half a tree!) which was well stoked up by the time we arrived and it was just the place to catch up with what's been going on over the winter in the Deep South. After a very nice meal, we had thought we would be watching the All Black – Australia Bledisloe Cup match at the motels but due to technical problems with the TV, we had to migrate to the Royal Hotel to watch the big match with the locals. The “Royal” is a very historical hotel, built way back when Naseby was a thriving mining town and it hasn't changed much since then. Well worth a visit and a beer if you are ever up Naseby way.

Unfortunately the game matched the temperature outside and it was a very somber group that headed back to the motels after the match, fancy the Aussies drawing with us! It was nearly a national disaster!

We awoke next morning to a beaut frost, everything was white and sparkling and you had to watch where you walked due to ice. Once we had had breakfast and got the cars thawed out it was down to the Curling Rink for the much anticipated Curling Match. After the compulsory instruction video and demonstration talk, we were split up into teams and it was all on. It was great fun, with a lot of hilarity, shouting and groans of despair. Suffice to say, that some of us have it and some of us should just stick to tiddly winks!

It was on to the Wedderburn Pub for lunch and a final get together before we all headed our different ways. Joel suggested to several of the group that we may like to head back to Naseby to have a look at Eric Swinbourn's Restoration workshop. Eric, is a



well known auto restoration specialist who has relocated from Queenstown to Naseby. What an eye opener. Eric is working on a TR6 chassis, belonging to Liam Mulqueen, a Deep South member from Queenstown and also a 1960s Lamborghini Ghibli. This is some car and we were privileged to get a look at it before he starts to put it back together. A write up on this car can be seen in the October Issue of the NZ Classic Car Magazine.

Eric is also building a replica hill climb car that he raced back when he was an apprentice. He intends competing in it, when he gets it finished. As well, he has a range of Bugatti motor cycles that he is preparing for racing or has raced. What Eric doesn't know about cars, racing bikes and auto restoration, is not worth knowing.

I was talking to Eric as we were leaving and he commented he had a TR4 in his earlier days and he thought they were a great car. He certainly has that right and to prove it, he had a Fergie tractor parked out front of his workshop. Instant TR4 spare parts!

The Swinburne's workshop is a very interesting place to visit and a great source of information on every thing motoring. To think, this is all in a little town like Naseby.

All good things must come to an end. It was over the road to collect the ladies, who had migrated to the coffee bar while the blokes enjoyed the ultimate Man's Shed, bid farewell to everybody and head for home.

Another great Deep South event and a very big thank you to Vicki and Mark for organising the weather and a very enjoyable weekend.

Jane and Trevor

Canterbury Tales...

Don't know why, but it seems to have been a long winter. Perhaps it was because it was so wet. Our Group has kept up its regular monthly social functions over the winter, which continues to be very well attended. Since our last report, we have tried Thai, Kiwi (stone grill) and solid pub grub. We are doing Chinese next. We have not had as many drives as I would have liked, but the first week of spring weather has given us some impetus to get out and about.

The Deep South Group organised their annual curling contest in August, to which the Canterbury Group was invited. Unfortunately only Denise and I were able to attend. We met up with the Deep South Group at the Riverstone Café, on the North side of Oamaru. This place is terrific. It has several shops that are absolutely chocker with nick-knacks and collectables, plus the owner is building a castle at the rear of the property, complete with moat. It is something to behold, even though it is a long way from being complete. After lunch the Deep South Group took us on a tour of the North Otago coast line and on some of the back roads, through to Palmerston. We then travelled up the Pig Route to Naseby, arriving mid-afternoon at our motel. Great driving conditions and little or no traffic made the trip a delight. We finished off the day by having a great evening meal in fabulous settings. As can be seen to the right, Naseby is a quaint town and very pretty.



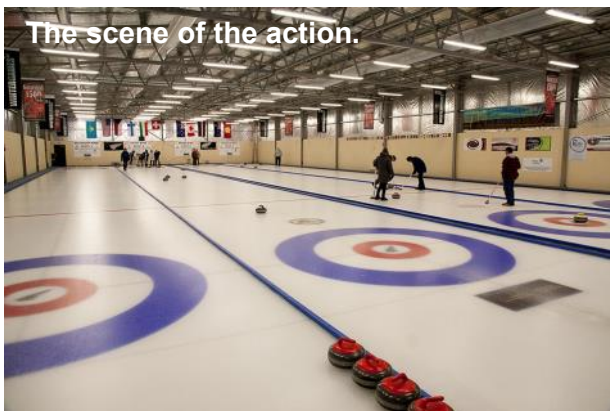
The following day, Sunday, we assembled at the Curling Rink. After a video introduction to the game, and some instruction we were let loose. It quickly became clear why this game is so popular. Not only do you get to use your skill (if you have any) to move your stone down the rink the right distance, but you can use your broom to try and get your opponent's stone to go out of play. Well, this is just addictive to those with a competitive nature. Needless to say, there was a lot of good spirited banter and honest and sometimes slightly less than honest competition.

Due to having family arriving for visit in the late afternoon, we had to leave the Deep

South Group straight after the Curling match, for our 4 ¼ hour drive home. We intend to again join the Deep South Group for this event next year, and hopefully take a bigger group from Canterbury.

Back home we had our first major group run for some time, on the last day of winter. Setting off at 9:30 am from Belfast, we had 11 cars on the starting grid, including

Nigel Ackroyd's white TR4 - back on the road after several years under repair after hitting a horse! You can see from below that it was reasonably bright, but the woollen hatted driver, Jeremy, gives away the fact it was still chilly. Nevertheless, most of us braved the weather to drive with our hoods down.



Our run was to take us up through Greta Valley, across to Hawarden, via Scargill and Waikari, and from there through to Hurunui, where we stopped at the Village for lunch. Two more cars joined us there, on their way back from Hanmer. Our plan was to motor on to Hanmer after lunch. Our first stop on leaving Belfast was a visit to Baines Motors. Baines is what remains of FAZAZ, which was Christchurch's wonderful classic cars and motoring memorabilia sales room, now lost to the earthquakes. It's sad to think of the stuff that could not be extracted from FAZAZ and was lost to the demolition pile. While Baines is still interesting, sadly it is a shadow of FAZAZ. Baines is located on SH1 about 5 minutes North of Waikuku.

We spent only a short time at Baines admiring their collection and novelty items; not all of us were that enthusiastic though, as can be seen left. Some of our ladies were happy to sit out the visit (I have to point out here that Kay was not alone, opposite her sitting on a couch out of picture were Denise, Carol and Sue).



After this flying visit we moved on to the Pukeko Junction Café, on the Main road, a few minutes North from Baines. This is an amazingly busy spot, and well worth a stop if passing. From here we set off up the main road. The driving was steady, but after passing through Amberley and Waipara, we caught some slow moving vehicles. With few opportunities to overtake, at several points we were travelling at 80kph; not very thrilling when you want to blow out the cobwebs of winter from your car. We were stuck with the slow vehicles all the way to Greta Valley, where after turning left we got on to some great North Canterbury back roads that

seemed purpose built for TRs. We stayed on these roads almost all the way to Hurunui Village; hardly seeing another car. We had a good lunch stop at the Village, and by the time we had finished, the general consensus was to forego the drive up to Hanmer, so most of us made our way home.

Looking forward, there are several spring events in Canterbury that offer opportunities for runs. The Hororata Highland Games are in November, as is the Canterbury VCC swap meet. One of our Group is organising a run to Akaroa too, so October could be very busy.

For those interested, the replacement of the O rings in my fuel distributor appears to have been successful. The old rings were not providing much of a seal – the outer sleeve was almost loose in the casing. The rings were hardened, with flats on them and clear signs of cracking. The car was back on the road in late August and was immediately taken for a run to Amberley and back, after a stop for lunch – not in the pub, by the way, but in the Café next door.

The car performed well, and has since. But I keep my fingers crossed. Interestingly, after having had the car in my garage since its return from Wellington, when I took it out for the first time I spotted that the front bumper had suffered an impact severe enough to have dented it and push it back and upwards against the side light-breaking this, and marking the lower panel. Considering the car was pushed into the garage without hitting anything, this damage must have occurred while the car was being transported and in my haste to get the car off the transporter and into the garage I missed seeing it. Anyway, I now have it repaired, with the shiniest front bumper I have ever seen, and some new panel work too. I took the opportunity to have some 'bubbles' that had appeared around the headlights investigated and found some nasty rust combined with some poor repairs had started to grow into a mess. Essentially, a bog job had been done at some time around the lights. The headlight surrounds on both sides have now been reconstructed in steel and look great. You will see in a picture below the car without its front bumper. I have to say that I think the Six looks much meaner and better looking without its front bumper and I wanted to keep it this way, but my better half wouldn't have a bar of it!

That's all for now - Happy driving everyone.

John and Denise



My bumper-less six – looks great

Hawkes Bay Happenings...

After a mild and sunny start to winter the last couple of months have been very dreary with many cloudy days and quite a lot of rain so not much TR use. I think the only time I have taken the TR2 out was to get a new warrant.

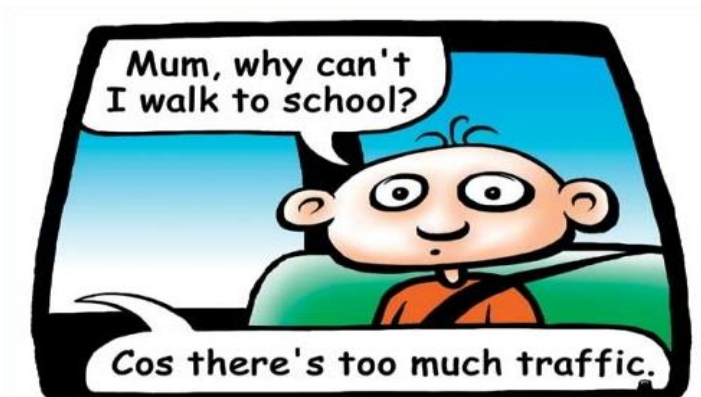
Some of our local members have taken overseas trips, including very extensive ones, while others chase the sun.

New grandchildren have arrived for others and of course work goes on for all.

We are looking forward to the Nationals in Blenheim and bookings have been made. Some events are in the planning for the warmer months so will have some material for the next Transmission.

Safe and Happy MoTRing

Graeme & Joy



The Next Generation

We were lucky enough to have our two granddaughters over for a sleepover recently with their Gran & Poppa (alias Joy & Graeme). Ages: Brooke 9 Morgan 7 years.

A little bit of background, we look after a Mini Cooper (name J9S) for friends that live in Asia 6 months of the year. J9S is a pretty car, red and black. Whenever we are out in her people smile at us. Our grand daughters are always up for a tour in J9S and in fact any of our cars.

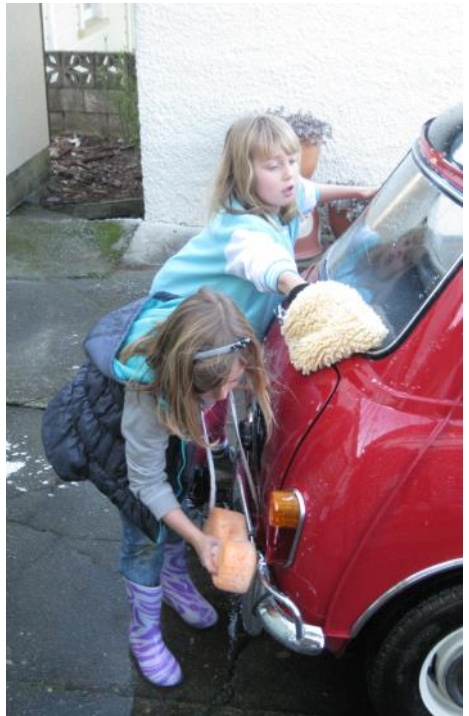
J9S needed a warrant, a perfect opportunity to educate our girls about car safety etc. We talked whilst having breakfast about taking J9S for the warrant, all the questions why? what will they do? How do they know these things? Brooke says I know, "they use those skateboards dont they Poppa," a blank look from us both "You know when they are underneath the car" !!! Uh huh, got it, yes you can call them that. so now crawlers are called skateboards in our house!

Off they go to further their edumacation, they were very interested with the process and Poppa only too pleased to explain, the brake testing machine was the best part!...

Now on this occasion J9S failed her warrant oops!!! More questions on the return trip home why? J9S' ground clearance failed, well what will we do Poppa? J9S needs to be fixed, can you fix it? "I am not sure what we will do" says Poppa "I will have to get some advice from a Mini expert"... As quick as a flash.. "We know what you can do Poppa "Put monster truck wheels on J9S".

Through the eyes of a child a simple solution ... easy, problem solved! What's next!!!

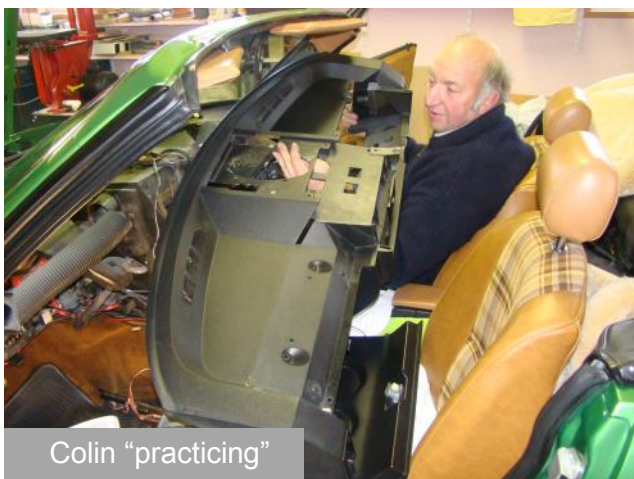
Joy Thomas



FUN BEHIND THE TR7 DASH - HEATER LEAKS NO MORE

About 4 years ago our TR7 developed a leak (small) into the passenger side on a run through Oamaru.

I put in 'Bars Leaks' and it has been good ever since. This winter I decided that we would fix it. Colin D said that his heater was not hot enough so we could practise on mine then repair his.



Went to the computer and found that there is miles of information. Start – remove front windscreen, time to remove and organise parts, 3 hours. That put me off for another 2 months.



Last month we started, left screen in place, dismantled dash etc, found out that the two heater hoses were hard and one clamp not secured properly but not leaking, although rust around it.

New parts found, the next Saturday had it back together after lunch when our Group Leader arrived with plenty of advice to give.

Late in the day job completed. Colin D has not touched his yet.

A social event with plenty of coffee.



Keith Allott



Wellington Wafflings...

Well, the year seems to be flying by and I see it's already time to be getting my registration for NW2015 sorted.

Winter in Wellington was pretty mild and provided a few opportunities to get TRs out and enjoy some nice, crisp, clear days. One of those was the last Sunday in July, which saw Wellington and Wanganui members gather at the Cafe Te Horo, located just off State Highway 1 on Te Horo Beach Road a bit North of Waikanae.

This proved an excellent choice, not only because of the great food, but also because the cafe is run by register member Roger Wood's partner Jackie. Roger says he helps out a bit. As far as I could tell this mainly involves parking his white TR3A out the front and chatting to the customers. We certainly enjoyed Roger's company and judging by the number of patrons the TR was a great attraction. Jackie's food might have had something to do with it too of course.





Seriously, if any of you are travelling State hHighway One between Waikanae and Otaki and looking for a lunch or coffee break I would certainly recommend Cafe Te Horo.

Meanwhile, now that Spring is here, we are getting some excellent weather for staying in the garage and working on the TR. This is just as well as Old Blue has required the odd bit of attention. Fortunately none of it has been major and, like you dear reader, I can think of no more enjoyable way of passing a Sunday afternoon than pootling around with a multimeter trying to figure out why all the smoke is trying to escape from the wiring

Roll on Summer!

Jonathan

Coming Events

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

Southwards Museum autojumble: Sunday, 16 November, at Southwards Museum, Otaihangā, from 8am.

Lake Ferry Classic Motoring Excursion: Saturday 13 December, starting from the Fell Engine museum in Featherston at 11 am.

Wellington TR Girls' Lunch - Outing in TRSEVN

It was such a warm start to winter here in central NZ that our midwinter run was postponed until late July. And in the meantime local member Grant had purchased a new TR project in the form of a gold coloured TR7 from Hamilton, transported to Wellington just a week before the midwinter run.

Despite a slight initial hiccup or two upon arrival in its new home town (ask Grant for details), TRSEVN set out on Sunday morning with new TR driver Bev at the wheel - the plan being to stop in at Paekakariki (enroute to the lunch venue at Te Horo, 30 minutes further north) where Grant would take the wheel of our TR250 and drive the guys to lunch*, while the girls would take the TR7.

And so off we cruised, two TRs and a TR-Honda (Jim's TR4 still off the road but making good restoration progress). We had almost made it the 2k to the Paekak village, commenting on what an adventure it was for the girls to be going on a TR outing together, when the 7 seemed to miss a beat, then steadily lost power with just enough left to coast round the corner and into a welcome car park. The 250 sidled in alongside and three heads were soon under the bonnet checking out the trouble spot. Alas, nothing obvious was immediately apparent and the 7 was abandoned in the village, the girls swapped driving seats, and a TR-Saab continued the journey to lunch.

Seven TRs and two wanna-be's graced the Cafe carpark - good to catch up with those from Wanganui and welcome two local cars (7 DHC and cream 3A).

Once back in Paekak, a thorough investigation under TRSEVN's bonnet indicated the coil could be at fault, which a quick trip to Repco soon confirmed. The girls managed a bracing beach walk before the 7 was fired up ready for its journey home, completed without mishap and with the bonus of lights and a heater.

* (Steve's place as passenger in his own car is the result of a whiplash injury in May which caused a slight rotation of both eyes and double vision, necessitating the wearing of an eye patch, and greatly limiting vision. It's a waiting game - six months to see if the damage will repair itself or an operation if not [or swap the cat for a parrot !])

The days are lengthening noticeably - almost time for Spring blossom runs and Rhododendron festivals - there's a thought for TR girls!

Happy Travels

Rob Brettell





Top O' The South

THE TOP O' THE SOUTH REPORT

Regretfully it's been a lean year for me, unable to venture out in the TR3A as much as liked.

In last TRansmission I wrote of being confined close to home for three months, courtesy the worrying and elusive oil leak. I'd only had the car sorted and back on the road a couple of months when someone reversed out of an angle park and hit me in the off side rear guard. Nothing for it but to take the car off the road once more. This time a wait of seven weeks until the paint and panel shop had worked their magic.



I got the Triumph back late in August, just in time to ready it for a car club event to Rai Valley. The Nelson/Marlborough Classic Motoring Society had planned a 14th Sept run. The Marlborough contingent was to head from Blenheim to the Foresters Cafe, Mount Richmond Estate, Rai Valley, for lunch. The Nelson branch had a later departure time with a gathering there for afternoon tea.

Marlborough's weather forecast didn't favour topless motoring and I always travel topless. Indeed there'd been rain overnight and drizzle trying to clear in the morning. Nevertheless, I was short of a story for TRansmission and took a punt on the weather. I counted on it clearing. Even if I got caught in the rain, and a wet tail for my troubles, I'd at least have the basics of an article. I'd be able to scratch a few words together for our hard working editorial team. And so I duly arrived at the Blenheim departure point and assembled with others taking part. About a dozen classic vehicles in all. Various makes, models and vintages. And I had with me good friend Rex, who is in the midst of rebuilding a Mk1 Zephyr. I thought a short stint of classic driving would spur his enthusiasm and provide an incentive to push on with his Zephyr restoration project.

The drive through to the Rai Valley was pleasant. Good scenery and roads, and not much traffic. And the rain held off. Fortunately for me, as the TR3a was in its usual topless guise; I have a distinct aversion to putting the hood up. I've never done so in three and a half years of ownership, relying instead on dodging showers, or to grin and bear it if caught by the rain. Clouds heaped up ominously as we neared our destination, and I had the presence of mind to fasten the tonneau cover in place after we'd parked and before heading into the restaurant.

Meals were ordered and eaten in pleasant surroundings. Most chose substantial dishes to tuck into. Alas, not me. Time to start shedding the weight stacked on over winter, so a bowl of non fattening soup had to suffice. Homemade tomato and basil. Nice. No doubt

with secret herbs and spices, just like the famous Colonel Sanders recipe!

Just as meals were ending, and to put a dampener on things, (no pun intended) the heavens opened up. The rain bucketed down. No option I dashed out to the car, took off the tonneau cover, got the top and sidescreens from the boot, wrestled the top over the hood sticks and snapped it into place, (2 goes to get it right) then locked the sidescreens in. Wiped down the wet seats, mopped the carpet, rounded up my passenger Rex, and prepared to leave. And wouldn't you know it.....all set to get under way and the rain stopped! Just as quickly as it started, the downpour was over. Blimey, a huge effort for nothing , and wet into the bargain . I didn't fancy taking all that gear back off again. We drove home cocooned under the cloth top, and shoe-horned in by the side-screens.

The late shower notwithstanding, this was an enjoyable outing. An easy drive through the scenic Pelorus Valley enroute, and a restaurant off the Blenheim / Nelson highway , tucked away in a secluded and peaceful setting. With plenty of seating and safe car parking too. Those of you on the post NW2015 tour will probably traverse this route. Does your tour leader have this place earmarked as a coffee stop, I wonder?

So, who among Top-O'-The-South group did the Rai Valley run? Obviously me in the TR3A. Brent Cameron was there, but driving his "other" car, the Doretti being laid up while he administers a bit of TLC. This is not something I'm familiar enough with to write about, and it remains a story for Brent to tell. And Group Leader Terry Byrne turned up later with the Nelson participants. I missed catching up with Terry, having left for home before he arrived. However, I'm reliably told he ventured over in his 1951 Ford Prefect. So, all I can say to that is "Shame on you Mr Byrne". "Shame on you for selecting a Ford ahead of a Triumph, and demerit points for leaving your TR7 locked in the garage".

We understand Terry's participating in the Lord Nelson Rally commencing Fri 19th Sept. This is a hugely popular event with a growing band of followers. We wish him a great time and trouble free motoring. He'll obviously return home with fond memories and stories to tell. Enjoy, Terry. And as for me, I have Oct 5th highlighted in the diary. A planned classic car club run to Lake Rototoi will provide an opportunity to re-acquaint the TR3A with the South Island high country.

Bill Rogers



The Registrar Reports...

A few **TR2** movements to report this issue:

TR2 TS3598-O (better known as BT303) has changed hands – all we can say at this stage is that it has gone to a very good home...

Two TR2s with family connections have recently arrived in the country. New member **Simon Trigg** has recently imported a TR2 with wire wheels and overdrive. However it is not on the road yet due to mechanical problems – a 'destroyed' crown wheel and pinion. Simon's brother-in-law **Mark Gray-Hodder** has recently imported TR2 TS768-O which is one commission number above Frank Cleary's rare speed model TR2 (TS767-O). The family connection comes because both cars were previously owned in the UK by Simon's father-in-law Alan Hodder..

Tim Palmer's TR2 (TS3628-O – BSJ210) is for sale, and is the subject of a good write-up in the September issue of 'NZ Classic Driver' magazine. It's complete with all the factory performance bits - contact Tim at 021-338-692 or email timbarb@paradise.net.nz

Anthony van de Water still has his TR2 (TS6417-O) BRG short door with disc wheels, spotted at **BASIS** in Blenheim in June. Anthony has owned this car for 40-odd years, and used the TR2 as a towcar for his racing AH Sprite. **BASIS** and Anthony look forward to meeting National Weekend visitors to Blenheim next February.

Simon Moore's TR2 (TS3872-O, UE4013), resplendent in a new red coat, was recently spotted as the centrepiece of a display in a Customs Street menswear shop...

You will find an excellent story and test of **Martin and Helen Ferner's** lovely Doretti (#1315EV9467) in the June/July issue No. 328 of *Beaded Wheels*..

Frank Cleary has acquired a TR6 tub and lots of useful bits from CP75298-O, which surfaced after being written-off way back in the 80s.

Ashley Southgate reminds you that his rare TR3B TSF110-L is still for sale. This car has won several TR trophies in recent years, and is well worth considering as a very good example of this model.

New member **Ian Dickson Greaves** in Kerikeri returns Mimosa TR6 CR6125-O to the clan.

Long-time member **David Siddens** is progressing well with the complete restoration of his TR6 CP54369-O, and has passed on his recommendations for good services rendered:

"Classic and Custom Restorations Limited at 66A Hunua Road Papakura have worked on a few TRs – when our car was there, they were also working on David Hirst's TR5 and a Stag, along with an Austin-Healey and other English and American classics. The owners have +40 years experience.

Other suppliers I can recommend include Terei Brothers, 19 Sabulite Road, Kelston for plating and passivating; HP Coatings at 62 Mahia Road Manurewa for specialised coatings; Dave Kirkham at Autoblast, 11/59 Porana Road, Glenfield for media blasting; and Kiwi Metal Polishers, 50 Pururu Street, Rotorua for dipping services.”

The Register does not necessarily endorse David’s recommendations, but it is good to have some leads for these specialised services – check them out for yourself, and please let us know of any others you can recommend in your district.

Finally, a few gems below from a 1961 TR3 US Triumph Service Bulletin. More to follow in later Registrar Reports.

Kevin Tinkler

Through our field personnel and attendance at numerous T.S.O.A. meetings certain minor squeaks and rattles causing considerable owner annoyance have been consistently brought to our attention; particularly as the simple rectification is not always immediately apparent.

As a result of this we are listing below seven (7) items that you may check on all Triumph TR-3s when carrying out general servicing and in particular, when looking for a rattle or squeak in the area indicated

1. Squeaking Emanating from the Hood and Engine Compartment Area at Idling Speeds

This is usually caused by the hood lift plunger which pushes the front of the hood open when the Dzus fasteners are released. There is a metal to metal contact between this plunger and the underside of the hood itself and greasing will effect a cure.

2. Intermittent Rattle Under the Hood

This may be caused by the top of the dipstick rattling against the chassis frame. The cure is to slightly spring open the forked end of the dipstick to make it a tighter fit in the hole in the crankcase.

The hood stay itself can cause a buzzing rattle at certain engine speeds caused through looseness at the pivot point. The pivot point must be tightened by suitable packing to eliminate this condition.

3. Intermittent Rattle Seeming to Emanate from Either Right-Hand

Side or Left-Hand Side of the Scuttle Panel.

This is usually caused by one or both of the hood hinge pins becoming loose through wear. Correction can be effected by removal of the hinge and inserting an oversized hinge pin or by replacing the hinge complete if it is excessively worn.

4. Intermittent Rattle Generalized in Rear of Car

Providing there is nothing loose in the trunk itself, removal of the spare wheel from the spare wheel compartment will generally reveal a tool or ratchet wrench for the jack handle loose in the spare wheel well.

TRansactions

FOR SALE

Spax gas adjustable rear shocks

Nearly new fit TR7 or Rover
\$250 pair

Contact Keith Allott 034891726
kballott@xtra.co.nz

TR7 1977.

2 litre 4 speed, blue with white stripe
along sides. Mag wheels and sunroof.
198517 kilometers.

Good solid car for restoration – all
original.

Rego on hold but would get up to
date and warranted.

Offers around \$7,000.

Phone John
09 407 8189

WANTED

2 SU carb needles - for my TR3

size SM

Brian Cannons
mailto:cannons4@xtra.co.nz
09-4370141

TR4-6 door skins

Does anyone have a set of TR4-6
door skins in the corner of their garage
they no longer require? If you do - Ian
MacPherson would love to hear from
you. Ian requires a pair of door skins for
his latest project.

If you can help contact him on
Ph. 07 549 3311 or
email: iwmac@xtra.co.nz

TR2 low-port head

Needed for restoration of long-door
car. Any condition as
long as it is suitable for overhaul.

John Chetwin
03 439 5598
chetwin@xtra.co.nz

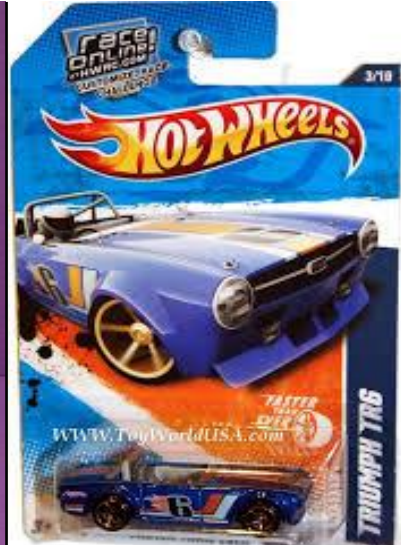
Diff parts TR7 5 SPEED

new or good second hand

+gear 15 teeth ukc975(2)
+cross pin diff ulc 1116
+thrust washers 1-55---l-60mm
ukc 975
+thrust washers planet gear
055—057

Contact Keith Allott
034891726
kballott@xtra.co.nz

Popular TR models



Auckland line up - 2,3, and 4.

Big Mother.

Recent Competition Record

SCCA North East Division champion, with 16 wins in the C-production class.

Engine

In line, overhead valve. 6-cylinder, 152 cu. in. (2498 cc). Bore 2.94" (74.7 mm). Stroke 3.74" (95 mm). Compression ratio 8.5:1.

Drive Train

Four forward speed all synchromesh gearbox. Diaphragm type 8½" hydraulically operated clutch. Hypoid final drive beveled gears in cast iron base rubber mounted on chassis.

Suspension

Front: low periodicity independent system incorporating anti-roll bar. Coil springs and telescopic dampers. Rear: semi-trailing arm independent with coil springs and piston type dampers. All rubber mounted.

Steering

Triumph rack and pinion. Energy-absorbing column. 3¼ turns lock to lock.

Brakes

Vacuum power independent system. 10¼" caliper operated discs—front. 9" drums—rear.

Body

Rust proofed steel body. Laminated windshield with high impact inter-layer. Roll-up windows. Front hinged safety hood. Anti-burst door locks.

Frame

Channel steel with cruciform bracing. Steel disc type 15" x 5½" wheels. Radial ply red band tires.

Cockpit

Perforated vinyl, reclining bucket seats. 5" 140 mph speedometer with resettable trip milometer. 5" tachometer plus full instrumentation. Ignition key audible warning device. Heating and demisting fresh air system. Padded 15" steering wheel rim and matching gearshift knob. Non-glare walnut finish dash. Seat belts. Turn signals.

Electrical System

Negative ground 12-volt system. 57 amp. hours battery. Alternator. Twin windtone horns. Two-speed electric windshield wipers. Electric windshield washers. Twin backup lights.

Optional Equipment

Laycock de Normanville overdrive. Operated on 2nd, 3rd, and top gears. Wire wheels—72 spoke, center-locking hex nut type with 5½" rims. Vinyl tonneau cover. Michelin X red band 185 SR 15" tires. AM/FM or AM push-button radios. Luggage rack. Ski rack attachments. Racing wheels—4 spoke magnesium or aluminum.

Optional Racing Equipment

A complete line of Sports Car Club of America-approved competition equipment is available.

Price

\$3,545,* slightly higher on West Coast.

Triumph TR-6



*Suggested retail, not including inland freight, dealer preparation, state and local taxes. Manufacturers prices and specifications subject to change.