

# Transmission





The new Deep South Group driving caps



Lake Rotoiti - magnificent

# TRAnsmiSSion

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## FRONT COVER

**Three Trusty TR2s with a very close connection and their enthusiastic owners. See the excellent story on page 18.**

*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



We have just walked in from the Isadora Duncan Rally just buzzing about a big turnout, top-down weather, scenic route, a questionnaire to tax the navigator and a time trial for the driver. Dial in lunch and great company and there you have it, the recipe for a successful day out. All this following what was a record attendance for the AGM. Auckland is awakening from its slumber perhaps?

What made the AGM particularly interesting was the discussion on how we might promote the Register with the intention of raising the profile of the marque and encouraging younger people into TR ownership. The debate was very useful and I intend to raise the question at the NW15 Forum. Whenever we are out and about in our TRs we certainly create interest among all age groups, particularly when we are parked and the flag is fluttering. I can see the cost of car purchase being a barrier, however having said that the TR7 is an affordable entry level so perhaps the wedge should feature equally in any promotion we may do. Recently I was talking to two younger people, one of whom was rebuilding a Dolomite Sprint, the other was looking into undertaking a restoration project, and both were extremely enthusiastic. We also see within the Auckland Triumph membership a number of younger people who are driving the 2.5 saloons so the people are out there, the question is how do we encourage them into TR ownership. I believe the answer lies in identifying the age group we are targeting, putting together a plan that among other things will include regular promotion of the marque up and down the country. As I said we can debate this at the Forum. May I acknowledge all those that made the effort and contributed at the AGM, in particular to Peter and Dianne Parker who made the journey from the Waikato.

Terry Byrne, our Nelson Marlborough Group Leader, has sold the TR7 and resigned from the Register. I would like to express our thanks to him for taking on the role in what is a large area with few TR members. What I just can't figure out is why sell the TR7 and not the Torana!! Bill Rogers has stepped up to the plate and accepted the appointment as Group Leader. Bill is based in Picton and is a regular contributor to TRansmission, he will be attending NW15 and is organising the alternative Friday programme. Let's give Bill all our support, particularly when he is organising events in his new role.

The planning of the National Weekend is almost in place with just a few loose ends to follow up on. The Canterbury and Wellington Groups have organised each of their days and from what I have seen they will be great events. It is never too late to book for the event so if you have not done so please get your entry form in. Keep an eye on the website which is our main method of communication. You will also find details of the after-tour on the website if you are considering extending your stay in the area. NW15 shirts will be published shortly on the website together with an order form. The final cut-off for the shirts will be late January but as always it all helps if orders are placed early. We are taking the TR8 to the National Weekend so I thought a WoF would be the go last weekend so imagine my surprise when, after 10 years of ownership, I was failed on the foglights pointing too high. I did thank the inspector for picking up a defect his

colleagues had missed for all those years. Having said that its reassuring to know the process is very thorough even if we do have to show some inspectors how the controls work.

And so we are in the final run up to Christmas. Not only do we have a bonnie wee addition to the family we will all be together for the first time in many years which is a bonus. I do hope that your families all connect for Xmas and that the vibes you have been sending out all year about that must-have item come true. Keep safe over the break and I look forward to catching up in Blenheim.

Merry Christmas to you and yours.

*Frank*



# *EDITORIAL* *TEAM TALK*



Welcome to the Christmas 2014 edition of TRansmission.

As expected, the level of activity within the NZ Register has stepped up as things have warmed up a bit (and only a bit), and hopefully the Christmas holiday break is another good opportunity for you all to get your TRs on the road and enjoy a bit of club fellowship.

The group leaders and fellow members have provided for this edition some excellent stories and photographs of runs in most parts of New Zealand in the last few months - we hope you enjoy reading them.

A very warm welcome to Bill Rogers as the leader of the Nelson-Marlborough group. Bill has been a regular and enthusiastic contributor to TRansmission for some time now, and we are sure there will continue to be regular quality reports from the *Top O' the South*.

And thanks to Laurie McDonald for his interesting article on three TR2 "sister" cars and their history. For those of you who want to see more of this sort of content, and stories and information about restorations and technical matters, please remember that what you get to read very much depends on what is contributed. So please be a contributor as well as a reader, if you have something interesting to share.

We expect to see many of you at Nationals 2015. In the meantime, we wish you and your families a very Merry Christmas and a safe and positive start to the new year, and we hope that TRs feature suitably in your Christmas plans.

Merry Christmas.

*Stephen, Trevor, & Brian*





# TR Register New Zealand Inc. President's Annual Report November 2014

I am pleased to present to you the Annual Report for the 2013/14 year. Importantly when we take an overall view of the club it is pleasing to see that our membership is steady, the regions are strong, events are well organised and attended and we are in a healthy financial position. So let's have a look at the 2014 year.

## NW14

The much anticipated and successful event earlier this year was the National Weekend organised by the Wellington group. The organisers were rewarded with a good turnout of members and we were not disappointed with the planned events. The Friday alternative programme for our better halves was a wonderfully successful idea and it's something I would like to see repeated at future events. During the weekend we were shown features of Wellington and its west coast that we had not seen before, and more importantly the weather generally played fair. Who would believe that we could stand on Mt Victoria on a Sunday morning in glorious sunshine without a whisper of wind? As is often said you cannot beat a brilliant Wellington day and the organisers served one up for us. The after tour roamed through the Wairarapa, Southern Hawkes Bay and over the Gentle Annie to finish up at Taihapi in the central North Island. The complete event exceeded our expectations and on behalf of us all I would like to congratulate the organisers, Jonathan Petterson, Steve and Rob Brettell, Grant Simpson and Bev Denny together with William Whewell for an unforgettable experience.

## Membership

A warm welcome to new members that joined the Register during the year. Membership has remained around the 300 mark again this year which appears to have been the norm for the past few years. At this point many membership renewals have been received for the 2015 year, at \$40 it does not break the bank and I believe it represents great value. So if you haven't sent your cheque off already please do so as the Treasurer is eagerly awaiting your remittance.

## Regional Groups

Which brings me to the regions, at the NW14 forum each of the group leaders gave us an insight into the strength of their groups and their activities. Outside of the main centers TR owners can be few and far between, however the spirit of the marque together with enthusiasm of members does prevail and club events are well patronised. Steve Martin has accepted the appointment as Auckland group leader and together with Murray and Stephanie Booth along with Alisdair Keucke they are re-energising Auckland. Without the commitment of the group leaders throughout New Zealand the club would not be what we have come to enjoy so my thanks to each for their contribution.



## Concours

As always the Concours competition brings a high number of entrants and 2014 was no exception. The display of 50+ TRs in the Southwards Museum carpark all groomed ready for judging was a wonderful sight. We are a very competitive lot and this is reflected in the fact that each year the standard of the entries inches higher. There is a lot we can learn from each other and it is heartening to see advice given freely to assist others achieve higher standards. This year saw a new category, the TR with "The Best Vibe" promoted by the Wellington group in remembrance of the late Barry Wilson. A special trophy was crafted by William Whewell and it was fitting that the first recipient was a TR7 with sufficient boot space. It is the entrants and judges that make the concours the successful event it has become, so thanks you all for participating.

## TRansmission

The editorial team have continued to produce what I regard as one of the best car club magazines in New Zealand. Of course the other essential ingredient is the contribution that we each make and there have been many interesting articles published during 2014. The initiative of sharing TRansmission with the TR Register Australia members has come to fruition this year and we receive Sidescreen in return, via email. Although their club is limited to TR2/3 models the magazine features interesting technical articles that are applicable to the 4 pot TRs and gives us a perspective on what is happening with our Australian TR colleagues. My thanks to each of you that contribute to TRansmission and to the editorial team of Stephen Higgs, Trevor Payton and Brian Hope.

## Presidents Cup

Awarding the Presidents Cup to a member whose contribution to the Register is one of the more rewarding aspects of my role. Alisdair Keucke is the 2014 worthy recipient whose contribution on our behalf continues to be considerable.

## The Registrar

Kevin Tinkler continues to keep track of the Register of TRs in New Zealand and coordinates with registrars of overseas groups. Kevin keeps his finger on the pulse of the Register often gleaned interesting information that adds to the provenance of the TR fleet. A thank you to Kevin for his contribution and to his informants, may they remain anonymous.

## The Committee

The committee is a team that quietly works behind the scenes ensuring the club governance runs smoothly.

Elected to the position of Vice President Ian Harris also manages the spares service provided by the club to members. In conjunction with Kevin Glover they organise the restocking, dispatching the orders, managing the indent orders for members twice a year plus keeping the books straight. With Kevin continuing to fulfill his wanderlust dream, Ian has taken on the majority of the role to ensure your essentials are available and dispatched in a timely manner. On behalf of those that use the spares service I extend our thanks to both Ian and Kevin for the considerable time they spend in their volunteer roles.

The Treasury continues to be carefully managed by Trevor Hynds, the club is in a very strong financial position and traditionally the Register has supported the National Weekend financially as a way of providing another benefit of membership. The Register will now raise its contribution to the Saturday evening function as well as increasing the Cook Strait crossing subsidy to \$100 per vehicle. Those who have booked for 2015 already can rest assured they will receive reimbursement.

Alisdair Keucke wears a number of hats, he is our Secretary, representative on the Ellerslie Intermarque Concours Committee as well as an Auckland group organiser. The result of Alisdair's involvement with the Ellerslie Intermarque committee provides a significant contribution to our operating budget each year.

Webmaster Brian Sadgrove maintains our website having established it three years ago. I know Brian would like us to use the group pages and also feature our cars more than we do at present. The website is also an opportunity for us all to communicate via the Forum with our colleagues throughout the country and I would like to encourage us all to have a go.

Robert Johnston continues to be our link with the TR Register UK and together with David Snelling, Trevor Hynds and Brian Sadgrove has been investigating migrating the membership database to a new platform. This is an important project, one which has required robust research and review to ensure it utilises technology that will remain current for some time to come.

The committee work as a team as do each of our regional groups although we would not be able to do so without the support of our wives and partners. So I would like to recognise and thank everybody for their contribution this year.

2015

Looking ahead there are a number of things that I would like the committee to achieve over the next year, one comprises completing the transition of the membership database to the website. This initiative will enable all members to access a list of membership. Another is the compilation of Technicality links on the website as a reference library to avoid us having to spend hours surfing for technical advice or source items that may not be stocked by the main TR parts suppliers. In addition the committee has commenced a discussion of the future of the TR Register, this is a matter that is being addressed by many clubs as membership ages. Generations X and Y may struggle to afford the classic marque we enjoy and the question is how do we encourage those younger generations into the Register and TR ownership, perhaps starting with the affordable TR7. Our sons and daughters may wish to carry on our interest and there is a trend there. Although it's not an immediate problem we need to give it some thought now so we are prepared for the change that will occur over the next 10-15 years. Your thoughts are extremely welcome on this subject.

My thanks again to you all.

*Frank Seary*

President TR Register New Zealand Inc.

# CAR...TOON CORNA



A rich lady is riding with her chauffeur when they get a flat tyre. He gets out and starts trying to prise off the hubcap. After a few minutes of struggling, the lady leans out of the window and says, 'Would you like a screwdriver?' He replies, 'We might as well. I can't get this bloody wheel off.'

An Irishman is taking his driving test. The instructor asks him what a yellow line means. 'It means you can't park there at all,' says the Irishman. 'And what does a double yellow line mean?' asks the instructor. The Irishman says, 'It means you can't park there at all... at all.'

A glue tanker on the motorway has shed its load. Drivers are advised to stick to the inside lane.

A car breaks down on the hard shoulder of a motorway. The driver opens his boot and lets out two dirty old men in raincoats. The men stand at either end of the car and start flapping their coats open and closed, exposing themselves to the passing traffic. A police car soon pulls up. 'What are those two doing?' says the policeman. 'Them?' replies the driver. 'They're my emergency flashers.'

# Waikato Wanderings



Greetings from the Waikato group.

I wanted to tell a story of the great adventure the Waikato group has had over the last 3 months, since the last magazine, I wanted to detail in great depth the winding roads and amazing scenery stops that as a group we have travelled since the last magazine, and I wanted to show pictures of the 30 TRs lined up at our lunch venue, but no, no, nothing like that.

I can report that once again our group meets every month in great numbers at a pub in Cambridge, with maybe one TR parked outside and discussions in the pub about tours to Spain, how to prepare paddocks to silage, in depth reviews on the two lamb shanks that have just been consumed, but do not be disappointed - that is what good car clubs are all about!

I do have some great TR news. As you all know the best TR ever produced was the TR4 (Ed - couldn't agree more) and our group has the honour of having another amongst us. Merv and Gail Thorbourn have toiled away in getting their TR4, which had been previously implanted with a V8, into a great looking car. Steve Payne from Trix Restorations has worked his magic on this car to produce a great result.

Shown are a couple of photos, one of the V8 bonnet and one of the car restoration to date. If you are thinking of converting your TR4 to a V8 I am sure Merv will give you some details on how to re-shape the bonnet. See photo to the right.....

Merv is also looking for some information on the





car - does anyone remember a TR4 with a V8 from 1970-1980's? Merv purchased the car about 30 months ago and the car had previously been in storage for 20 years. He believes the previous owner was Graham Kille?

Any information or photos from the past would be appreciated. Contact Merv at [thorbourne44farm@xtra.co.nz](mailto:thorbourne44farm@xtra.co.nz)

With a small amount of persuasion I have convinced the group to drive their cars for a Christmas get together. So look forward to the report on that in the next issue of Transmission. Till next time.

Happy motoring

*Peter.P*



# City of Sails Area Report

Rain and more rain, that seemed to be the norm for our region during October, which didn't allow for a lot of what we enjoy the most. Bugger.

November, however, at least allowed a better opportunity and the Hard Core took to it. Individual members have done their best to get out and about, with the Northern contingent especially doing their best to shake off the spring blues.

November 1st saw the 50th Anniversary of Whangarei becoming a city with a parade and fair to celebrate. The Register was well represented in the parade by Brian Cannons (TR3) and Warren Thomas (TR2) adding some quality to the procession through town, and as we all know slow driving doesn't suit TRs and in Brian's words "one of the main concerns was whether the car would boil, and would we make it to the display park before it did. We made it but the gauge shot to the top when I turned the car off ..... whew!" Great photo above of the two cars side by side, thanks Brian.



The Official business of the Register AGM took place on Tuesday night 11th, with good attendance including the Waikato Group Leader, Peter Parker and his wife Diane. With most attendees staying after the meeting for a meal, a lively evening was enjoyed by all. Some good open discussions during general business with some good suggestions put forward. Frank will have shared the important points in his report. For

some odd reason I was voted on to the Committee, Thanks for your support, I hope I can add something for all members.

Sunday 16th was the first real chance for our membership to polish up and display our cars, with the Auckland Triumph Car Club staging their annual Show n Shine. This is always a good event, and is well run with all



the Triumph styles displayed. With 11 TR's along on the day we made up a third of those there, and picked up a good share of the trophies on offer, those for TRs and a few more besides. 2 TR2s, a TR3 TR4 and TR5, 4 TR6s and 2 TR7s made for a good line-up, with all as usual in a high standard of finish.

The public who came to view the cars seemed to enjoy the occasion as much as we did, and that is one of the most important reasons to be there as we look to encourage new members and new interest in our marque.

The month concluded with Auckland's 'Isadora Duncan Rally', this year staged through assistance from Stephanie & Murray Booth, Alisdair Keucke and yours truly. The weather gods looked to desert us on the last Sunday in the month, however we received some respite from the heavens and a full run was enjoyed by all.

Was a bit of a TR6 benefit, with 8 of the 14 TRs being of that model. 2 TR2s, TR4, TR5, TR250 and a TR7V8 along with a Jaguar coupe and the President's Audi meant sixteen crews made the journey from Victoria Park in the city, through Albany, Paremoremo, Coatesville, Dairy Flat, Kaukapakapa, Riverhead, Taupaki and Waimauku finishing up at the Provenance Restaurant for a well deserved lunch.

A well thought out run mixed with a bunch of interesting and sometimes tricky questions to answer, a time trial, as well as a scavenger hunt, gave navigators and drivers a lot to think about. (We may have to drop the 'Road Kill' from the scavenger hunt next time as a possum, rabbit, birds and various flying insects did not mix too well with the interior decor of Provenance, hmmm.)

Robert & Stella Johnson (TR5) again emerged victorious from a tightly packed bunch, being overall winners, as well as picking up the Isadora Trophy, a newly adorned Scarf! Ken Burton (TR250) was the time trial winner, with the Coventry Kid his able



navigator. In a very well fought contest Jan & Marian Hendrix (TR2) won the scavenger hunt, on a countback from three other crews on a perfect score. (The picket fence the deciding factor!)

If the turn-out for the rally proves anything it is that summer and the promise of dry, long, sunny days can't come soon enough.

December will bring the pre-Christmas Breakfast Run to the Cider Shed in Warkworth, and I am looking to join in for the first time. A mixed marque event, I have only had good reports so am look forward to it.

To all a Merry Christmas and Happy New Year's break.

Be Safe and Happy MoTRing

*Steve Martin*



**Three mega-cool cars**



## ***THE DEEP SOUTH END OF YEAR MYSTERY TOUR.***

Heavy rain, hail, gale force winds, snow down to 500 metres, yeah right! If we had listened to the weather forecast we would have cancelled the weekend. As it turned out, 17 cars lined up at Unity Park, Mornington for the 2014, Deep South, End of Year Mystery Tour on a fine, clear morning. What a great place to choose to start an event, the view over the city, harbour and surrounding hills is really something.

After the welcome and briefing, it was into the cars and on our way, down the harbour road to Port Chalmers and over the hill to Waitati and onto Maheno and the Clarks Historic Flour Mill for a picnic lunch and a tour of this incredible piece of local history. We were also joined there by the 18th car of the group, Stuart and Rhonda Hurley, who had motored down from Wanaka and unfortunately were having over heating problems with their newly acquired TR7. This instigated quite a bit of discussion amongst the group, especially the men! It wouldn't be a car run without one of these bonding meetings.

It was very enjoyable just sitting having lunch in the sun and discussing with the rest of the group what had been happening since we last got together. We then got the call to assemble for our tour through the Mill. The Mill was built in 1866 and ran continuously until 1977 when it was closed

down and thankfully, just mothballed. Luckily, a small group of local enthusiasts could see the potential for the Mill as a tourist venture and got together, cleaned the place up and got it working again. We were given a conducted tour of the complete mill, having all the machinery and the processes of flour making explained to us. Probably the highlight of the tour was being able to see the machinery started up and actually working. It is not possible to see it making flour but just seeing how it all works is intriguing. As an aside, one of our tour guides was John Chetwin, a TR3 owner and Deep South Member who lives in Kakanui. It was great catching up with John and finding out how he is getting on with his TR rebuild.



If you are ever travelling past the mill and it is open, it is well worth taking the time to pay it a visit. Check the times it is open - the information is on-line.

All too soon it was on the road again through to Timaru, using many of the great roads that North Otago and South Canterbury are famous for. We have had a recommendation from some of our group who had stopped off in Waimate for refreshments that the ice-creams and coffee are pretty good at the Artrio Art Café on the main street.

We reached Timaru and our motels with plenty of time to have a bit of socialising and a shower before making our way up the road to the restaurant where the night's festivities took place.

The theme for the evening was, "A Fascinator or Hat to be worn by each entrant". Everybody joined in the fun and many entrants took the opportunity to decorate their hats with Christmas themes which gave the whole evening a Christmas flavour. Towards the end of the meal some of the restaurant staff judged the best man's and lady's hat. Rhonda Hurley won the lady's with a very elegant fascinator of French design, worn slightly off centre, silver and black with a touch of red. A touch of red hair to match completed the total effect. The man's award went to Laurie McDonald, who wore a top hat assembled with a British theme, set off by a background of Christmas decorations.

Another great night, thoroughly enjoyed by all. And a very happy group made their way back to the motels. The gloss was taken off a bit when it came to light the next morning that several of our group spent a very uncomfortable night with suspected food poisoning.

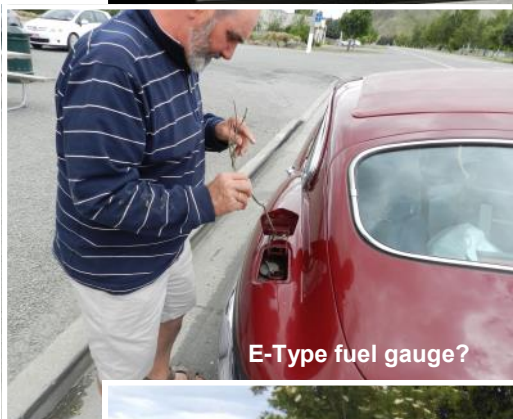
Sunday dawned fine and sunny so it was tops down and time to head to the Caroline Bay car park to assemble for the briefing and start line for the day. We headed inland, through Cave, Fairlie, and around the Opuha Irrigation dam. Unfortunately we had to say good bye to Stuart and Rhonda Hurley on the way, as their overheating problems were getting worse and they felt it would be better to head for home in case it became terminal. The Opihi Winery was the final destination for the end of tour lunch, one of those places you drive past and make the comment, "I must go in there sometime." Well, this time we did. It was very pleasant, a great place for our final weekend gathering.

We all headed off in our different directions, the Central contingent headed back through the Lindis Pass and the McKenzie Country and the others south through Timaru. (Jane and Trevor checked out some new roads in the west of the city before joining SH1 again at the south of the city.) The further south we got, the closer we got to the southerly front that had been promised. Some of us made it home before it hit, others copped the lot, hail, rail and the wind. The joys of open top motoring!

The beginning of summer, yea right!

Thank you to Murray and Linda Coomer for a most enjoyable event.

*Jane and Trevor*



29.11.2014

## ***TRi-score TRIBUTE to TRusty TRIumph TR2 - TRANsport TREasures***

Sunday 14th September 2014 was my birthday. I share it with our TR2.

Yes, TS 3623-O came to life early on Tuesday 14 September 1954, was promptly despatched to the colonies, to arrive in New Zealand soon after, along with at least 4 others all built on the same day.

And so it was that three of us celebrated their Diamond Anniversary exactly 60 years later, with a thoroughly enjoyable hoon about the streets of Christchurch, a few photos to record the occasion, & lunch at that very British of Public Houses – Pomeroy's Brewery.

60 years on, four of these five are still road legal & in regular use. Irrefutable proof of their strength, reliability, durability & endearing qualities. Testimony to their creators, restorers, & owners, that they continue to compete with modern day traffic.....& regularly win! True diamonds! Not that I am biased of course.

Briefly, this is their story.

*Laurie McDonald*





### **TS 3623-O**

Manufactured 9.30-10.30 14 Sept 1954

No traceable information for 20 years.

Stripped for restoration in 1976

Rebuilt by Craig Fitzpatrick to appear recently completed in 1983 British Car Display in Wellington.

Next 36 years in Lower Hutt area – 10 years with Murray Hislop.

We purchased Dec 09 from 6 year owner Simon Palmer.

Have since completely overhauled motor, gearbox, overdrive, starter, generator, wiper system, steering including head assembly, brake system, loom, & gauges.

Body is rough but will wait till 1st WOF failure.

Now resides in rust free Alexandra.

### **TS 3624-O**

The next one after ours but has the engine number before our engine!

Unregistered since 1974.

Under restoration 1978 (noted to have 3a front apron)

Extensive restoration half completed by 1985.

Last known owners Keith & Sheryl Manning ex Auckland, New Plymouth, Wanganui, then Australia sometime after 1988.

Unknown whether the car went with them or is still resting in New Zealand storage.

### **TS 3625-O**

First owned by RNZAF Woodburn!

26 owners & never been restored!!

Had extensive work in 77/78 to remove rust, replace loom, & rebuild motor & gearbox.

Previous owners Ross Adamson, then John Taylor of Invercargill.

Current owner has owned it half its 60 year life having purchased it from John while in Invercargill in 1984, then taking it with him to Christchurch 2002.

No details of its race history, but can be seen regularly racing around Christchurch sporting aero-screens, number 7 roundals, battle scars (not all race), & generally around 5000rpm!

A true survivor, having survived the earthquakes as well.

The owner let slip he may throw some money at it soon.

### **TS 3626**

### **TS 3627**

If these existed they do not appear to have been part of this shipment

## TS 3628-O

First registered to John Gray, Auckland 10 November 1954.

Appears to have been owned by J R Hutton of Darfield then K R Maxwell of Dunedin in early '80s. During this time it had mechanical & body rebuilds & was for sale ready to assemble in 1984 when purchased by Paul Szewczyk.

Sold back to Hutton in '88 who campaigned it at Wigram in '89.

Acquired by Bruce Rexworthy of Christchurch in '97, who undertook an extensive restoration.

Purchased by Tim Palmer via Geoff Edwards in 2009.

Sold on its 60th birthday, it now lives on the outskirts of Christchurch.

## TS 3629-O

Manufactured 11.30-1.00pm 14 September 1954

First registered 26 November 1954

Originally owned by accomplished race driver Duncan Rutherford who campaigned it in Christchurch & Dunedin street races in 1955.

Owned at some time by Peter Winter of Herne Bay then Charles Conway who commenced a complete body off restoration.

Purchased by John McMullen who completed this restoration. The \$12,000+ spend elevating it to Finalist status in the 1984, & 1986 Intermarque Concourse.

The current owner purchased in 1986, & during his 28 year custody has treated it to 2 repaints, replaced the leather & carpets, & only recently had its first major engine work. This car gets out & about most weekends, in the Auckland area, often sporting its racing trim aero-screens.

Mentioned in Transmission #119 March 2004 as part of the TR Registers' first Intermarque Concourse success at Ellerslie.

If any reader has any further history of any of these fine cars I will ensure they are passed on to the current owners. Please contact Laurie, [randrjmcdonald@clear.net.nz](mailto:randrjmcdonald@clear.net.nz). 021 260 1227.

### Footnote:

John Chetwin is restoring TS 3597-O. While it is just 26 units, & manufactured only 3 days, before ours on Saturday 11 September 1954, it appears to be a separate shipment, and arrived along with TS 3593, TS 3596, TS 3598, & TS 3601, but that's another story.



L to R above - TS 3624, TS3625, and TS 3623. Inset TS 3629





# Deep South Group

Another year gone - what I wasn't going to do before this Christmas. Well, here is Christmas again and I still haven't done half of what I intended. Never mind, what I have got done has been very enjoyable.

We have had three events since the last Transmission went to print.

A few weeks ago we spent a very enjoyable Sunday travelling the Middlesmarch, Macraes, Palmerston circuit, with tops down. From the starting point at Bev and Keith Allott's in Mosgiel, it was through to Middlesmarch for morning tea at the Kissing Gate Café, then on to Dunback Domain for a very enjoyable picnic lunch. For those who have not been to the Dunback Domain, it is well worth a visit. The domain is up a side road just before you get to Dunback. A great spot, well sheltered, and lying to the sun beautifully. We had the whole place to ourselves. After a very pleasant picnic lunch and a bit of a snooze in the sun, we headed on to the Penno's farm on the Kilmog for a surprise afternoon tea as the Pennos did not know we were coming. This required us to crawl up the drive with strict instructions from Bev and Keith NOT to rev the engines. This can be difficult, as you will all know how hard it is to keep the roar of a mighty TR engine down while travelling in low gear.



**Dunback Domain - look at that blue sky!**

The look on Owen and Robin's faces when we all turned up was worth the trip.

Everybody had brought afternoon tea with them so it was quite a spread and a very pleasant afternoon was spent sitting on the lawn, looking out over the farm, discussing the problems of the world and the plight of farmers in these modern times.

All too soon it was time to head home after first checking out for the speed camera that is quite often hidden up the road a bit from Owen and Robin's gateway.

A great day's run and the weather made it that much more enjoyable.



The Deep South Group once again supported Lauren and Peter Watkins by manning the gates, parking the cars and judging the different classes of vehicles to get the winners for the different categories. Lauren and Peter put on the Outram Auto Show to raise funds for Koru Care Otago and the great work they do for children with health problems here in Otago.

The day was a true Otago day, with no wind and plenty of sunshine. There was a good turnout of cars. What was quite noticeable was the lack of English cars - I am not sure if other areas are finding the same? There were plenty of Yank Tanks and Hot Rods in a lot of cases owned and driven by younger people. Perhaps it is time that we, as English Car owners, had a serious look at ourselves and asked what are we doing wrong and how do we encourage younger people to own and enjoy, as we do, our makes of cars. Are we too precious with our cars? Why not let the younger ones hot them up? Why not let them make a statement with the cars just like the hot rodders do?

I heard one older English gentleman pass the comment, when he was looking at a very nice, rebuilt Ford Escort Brazilian, which had been rebuilt by a very proud and keen young person and it was his pride and joy, "It looks very nice but of course, it's not original." You could see the deflated look in the young lad's face.

Their ranks are increasing, and our ranks are diminishing. They must be doing something right! It may help stop us becoming extinct, just like the dinosaurs! Just something to think about.

Jane and Trevor



Outram Auto Show - fundraising for Koru Care.

# *A Little **British** PoETRY*



'Twas the night before Christmas when all through the town,  
Not a creature was stirring as they lay on their down.  
The wives were all dreaming of turkeys and such,  
What they'd bought husbands, why car parts... and how much!

The children were nestled all snug in the rack,  
Dreamin of the big guy, his red suit and sack.  
They wanted some candy, some toys and some books,  
And daddy to stop driving with goggles... what looks!

My toys were tucked away in the garage below,  
All polished and covered up for the spring and some show.  
I'd tucked away Moggie, the Matchless ol' trike,  
And his cousin the G80, a '46 bike.

The others were happy as they too could rest,  
While that nasty old Lucas continued to infest.  
The hoods were all up, the bonnets all down,  
The heaters — What heaters? They're British, you clown!

And I in my skivvies, the wife in her flannel,  
Fighting over the remote, the popcorn and the channel.  
When out on the yard there arose such a rumble,  
I threw back the covers, tripped on the cat and did stumble!

I ran to the window and threw open the shutter,  
Looked out to see, my heart all a flutter.  
The moon all aglow gave a shimmering light,  
To this special festive evening, my favorite night.

I looked out to see an old Triumph, the Stag,  
A Daimler, a Mini, a Bond... it did lag!  
A Jag and an MG were lined side by side.  
And there was a Rover and Humber with pride.



I couldn't believe what I saw row by row,  
More British iron than anyone could possibly tow!  
There were Sunbeams and Daimlers and Austins with spats,  
And XK's with ornaments on the bonnet, yes cats!



I looked and I looked for my eyes were so wide,  
I couldn't believe this great sight just outside.  
I grabbed the old bathrobe I got the last year,  
And ran to the front yard letting out a great cheer.

For there at the end of this long line of chrome,  
Was a man we call Santa in front of my home.  
He sat proudly in a TR, the model you see  
I can't tell you as it was a mystery to me.

Debate if you like whether TR4 or 5,  
Or a TR7 or 8 if that's what you like.  
It matters so little as the best part you see,  
was that he too liked British and Lucas, like me!

He winked and he twirled around in the seat,  
Grabbed some parcels and tossed them to land at my feet.  
I knew in an instant what I wished for I got,  
For only an exhaust could look like this lot.

Then some also came for my wife, children and pets,  
I'll see in the morning what everyone gets.  
I turned to thank him but my words were in vain,  
As hundreds of Britcars went skyward in strain.

As he flew out of sight, I watched the chrome all a glow,  
And heard that expression that most of us know.  
I hope you enjoyed this and I got it all right,  
"Merry Christmas to all and to all a good night"

# Hawkes Bay Happenings...

Spring has been fairly typical this year - changeable! On the first day I decide to take the TR to work which was forecast to be fine and warm, it rained in the afternoon, but fortunately had stopped in time for the drive home. All part of the fun.

I am lucky to have the choice of four quite different cars to take, so it makes an onerous task that much more enjoyable. Coming home is always good and I suppose to those of you who live in the big cities it is a dream journey. I have the choice of the TR2, Lotus Esprit (for sale), 1966 Austin Cooper (which we babysit for friends) or the everyday Honda CRV.

We continue to have our monthly Club Nite, alternating between Hastings and Napier. This is an evening of general chat with wives/partners joining us so definitely not a Boys Own car night. Come along if you haven't been for a while.

We had a Spring run at the beginning of October and Steve Bevan has kindly written a report on that, which follows – thanks Steve.

It is that busy time of the year with Christmas and New Year. Nice to see that petrol has dropped under \$2.00 a litre – long may it last. We hope to catch up with some of you in Blenheim.

We wish everyone a Merry Christmas and all the best for 2015.

Safe & Happy MoTRing

*Graeme & Joy*

# ***THE HAWKES BAY MAGICAL MYSTERY TOUR***

Well the weather has been crap but this Sunday 5<sup>th</sup> October was a beautiful day. Virtually no wind and the sun out despite the weather forecast saying otherwise. Joy and Graeme's instructions were to meet in the carpark next to the National Aquarium which we did, Joy and Graeme's, Bruce and Trish's and a bit later Ray and Carol's car all parked up.

Joy and Graeme in their usual way had organised a beautiful morning tea before we left on our mystery tour, with Orange and Lemon muffins and coffee - what a start to what would be a very good day out.

We all chatted for about half an hour catching up with all the news. Bruce and Trish had just returned from their trip to Europe, Ray and Carol had a new granddaughter born in Aussie and Joy and Graeme also had returned from Thailand after a holiday.

Joy brought the chat to a halt and explained the proceedings for the day. It was to be a Beatles themed magical mystery tour ending up in a vineyard (that has to be good) with questions loosely based on some of the tracks on the album.

We were given a sheet of paper with the instructions written on them.

First was a walk down the beach front to the outdoor market, first clue was name the bread that was on sale (rawena bread was the correct answer, look it up quite interesting). By the way this had nothing to do with the Beatles Album, just a warm up question. Everyone got this right.

Second clue was while in this location what Beatles song could relate to this area, no one got this right as the connection between seals (in marine land) and walrus (I am the walrus) was not grasped by any of us.

Next stop was the Custom House at Ahuriri (this area also known as The Iron Pot due to the connection with whalers boiling the fat in an



**A young admirer at Napier Aquarium**



iron pot) which has old photos, letters etc mostly describing the events around the 1931 earthquake. Just mind blowing how that earthquake changed the Napier area. In fact the land rose approx 8 feet and filled in the area that is now the airport. A very interesting stop

The third question was name the date that the Custom House was opened (1864 was correct, you had to read the board outside the Custom House very carefully to get this).

From here was a drive thru Pandora and out onto the highway with a quick stop at Park Island Reserve, full of blue gums for a walk around.

The fourth question was name the song that closely matches what you are doing at the reserve (two correct answers were Fool on the Hill or Blue Jay Way).

Most got the answer right, however Carol reported that Ray was singing to her in the car the song MacArthurs Park which they thought was the correct track. After repeated requests at the Vineyard Ray would not sing it again.

Next stop was Moana Park Vineyard just 5 kms from Taradale out near Puketapu where we would have some wine tasting and a picnic lunch which everyone had brought.

Robbie was our host describing the wines that he brought out for tasting. We tasted a variety of wines starting with the whites, thru the reds and finishing on the stickies and port, all very nice.

Robbie was good value with his description of the wines and the process of the wine making. In fact he was so good that most couples purchased wine. We would highly recommend a visit to this small boutique vineyard.

After the wine tasting we had the last question which was what grape variety was the sticky (correct answer was Chardonnay). Tasting finished, it was time to tuck into our picnic lunch sitting on the benches outside the main entrance on the deck.

After lunch we said our goodbyes and headed back into Napier and Hastings. This was a very good day and many thanks to the same couples that attend just about all Hawkes Bay events.

Just on the above, it is very frustrating for Graeme and Joy (hope I am not speaking out of turn) who go to all the effort of putting these outings on when it is just the same couples attending. Come on guys - join in, you never know, you might have a good time.

*Steve Bevan*



Ready for wine tasting at Moana Park



Moana Park Winery

# Canterbury Tales...

We've had quite a bit of activity in the months since our last report, some of which involved international travel. Yes, a very select group took off for a weekend to Melbourne – no TRs (or husbands) involved. Carol Thomas has encapsulated the event neatly below; read on!

*A group of eight Christchurch TR ladies recently flew across the ditch for a 3-day shopping spree in Melbourne.*

*Raring to go after a good night's rest at our hotel in Richmond, we set off for the local shops. It was a bargain hunter's paradise. Everywhere we looked was that magic four letter word, 'SALE'. Shopping as a group was very entertaining, getting the collective opinion (thumbs up/ thumbs down) on whatever we cat-walked, and we certainly didn't come away empty handed. But at the end of the day, when we realised that it had taken us nearly 6 hours to cover a 600m stretch of shops, we had to admit that group shopping has a few drawbacks. One unexpected treat was our lunch stop at an al fresco café. Well, actually, it was the waiter, not the food, who was the treat. Young, dark, dashing and French. Need we say more?*

*Day 2, Saturday, we headed into the city. It was Melbourne Cup Ladies Day, so there were some very glamorous chicks on the streets, besides us. Here's a tip, ladies – don't buy your fascinator from Myers because they'll smilingly rip you off for over A\$500.*

*From the city centre we took the tram to DFO, a huge mall of fashion outlet shops on a scale we just don't see in New Zealand. More shopping, more spending, more sore feet, then back to the hotel to get spruced up for our big evening out – dinner, followed by 'Les Miserables'. Sporting various items from our new Aussie wardrobes, off we went. The show truly was the icing on the cake – it was a magnificent production and when we tumbled into bed, too tired to even gather for a glass of wine, the music was still humming in our heads.*

*On our last morning we took the tram to St Kilda, a seaside suburb with a market on the esplanade. Unfortunately the weather wasn't the best, so we retreated to... you guessed... the shopping centre.*

*You're no doubt wondering what we actually bought. Not a lot. Just 14 pairs of shoes, 10 dresses, 6 tops, 1 pair of jeans, 3 handbags, 1 purse, 4 scarves, 1 belt, 2 jerseys, 1 cardigan, 2 boleros, 4 pairs of pants, a bathing suit, a TR red diaphanous negligee, a necklace, 2 pairs of sunglasses, undies, makeup, perfume, a tattoo (sorry, can't say who or where), and some consolation presents for the home-alone men. How much did we spend? Well, let's just say it was less than a TR repaint but more than a new set of plugs.*

*Belinda definitely won the "shop till you drop" award - she shot into overdrive while the rest of us were still struggling to find third gear. As for Kay, her shopping bag got fairly full on day one, and heavy enough to leave bruises on her arm. (Barry, if you are wondering what to buy Kay for Christmas – how about a large size shopping trundler?)*

*A big thank you to Belinda for not only suggesting the trip but taking on the task of organising it! Without her impetus it would never have happened. And a big thank you to Yvonne for organising the tickets to Les Miserables. It was a wonderful weekend and one we will remember for a long time.*

*PS - There are whispers that next year it could be Sydney*

I note from above there was a lot of spending done on clothes and other goodies on this trip, and good on the ladies for that, but I heard a rumour that there was some fancy underwear bought by one 'tourist', from a specialist shop, not Australia's version of Farmers! We will be looking out for the husband with the biggest smile on his face.

Judging by the Photo on the right, maybe a couple of the wives are trying to send a subtle message – wonder what they are getting at? Is it about agreeing to their trip without us to Melbourne or owning a TR?

We held our regular monthly Social gathering for October at 'The Bower' in the East side of Christchurch. This area was particularly badly hit in the quakes, and the old pub has gone completely, and to be frank would not have been a place I would travel across town to have a drink and meal at.



However, in the unique way Christchurch is clawing its way out of the quake results, the Bower is now something of an experience. It is built from a multitude of steel shipping containers and once inside you cannot tell. It has a great selection of beers at good prices, and to top it off, they have an award winning chef on the staff that produced a superb meal. Not what could have been expected from this pub in recent years.

We've had a couple of good runs in October and November. The first was a tour around the Canterbury plain, exploring some back roads and finishing up for lunch at Leeston. We had a good turn-out of cars and good weather to boot. Our route took us to the Rakaia river mouth and through Springston – Dan Carter's hometown if you don't know. Thanks to Bryan and Carol Thomas for organising this run.

In early November we held a joint run to Akaroa with the Stag owners group. Again, we had a



**In Akaroa with the Stag owners group**

very good turnout of cars from both groups and good driving weather. What more can be asked for. The run started at Princess Margaret Hospital car park and took us through Governors Bay and Gebbies Pass, with a coffee stop in Little River. We had lunch at Ma Maison, a nice little restaurant in French themed Akaroa.

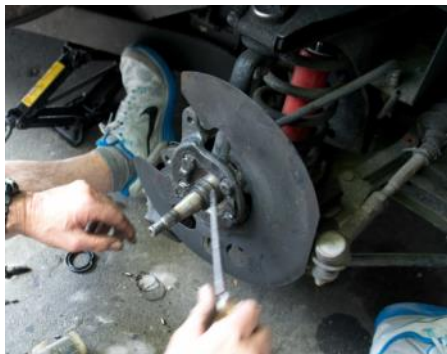
Now the Stag group were a bunch of really good people, which caused me some conflict, as I wanted to somehow feel superior to them with my TR, but just

could not do it. Mmmm, I will have to keep this sentiment saved up for MGs. The Akaroa run was not without incident. One of our TRs suffered a collapsed front wheel bearing not far from Akaroa, and Brian Carr, its owner spent a valiant couple of hours trying to affect repairs outside the lunch venue while his wife Corrine tried to look after his culinary needs.



Unfortunately, even though Brian happened to be carrying spare bearings, the failed inside bearing inner race had 'welded' itself to the shaft so was not going to come off in a hurry.

When we left them in Akaroa, Brian was calling his son to pick up his 4WD and a trailer to come and collect them and the car. Thankfully, the bearing failure did not seem to have caused any secondary damage to the car, other than as described. Talking of cars, and in this case Stags, Barry Rickets came on the run in his Stag. Many of you may know his much modified TR6. Barry has shown himself to be something of an artist as he has also 'modified' his Stag. I am not entirely sure what he has done under the bonnet, but his work in restyling the body of the car is simply excellent. I think Barry could manage a career in a coachwork design house with his efforts on his Stag (although the purists may not agree that he has improved the looks of his car, I think he's done great job).



Next year's Nationals are being organised by three entities, by the Register from Auckland with the Wellington Group and us, the Canterbury Group supporting them. To complete our Canterbury's planning and test out what we have prepared, a group of us travelled to Blenheim last weekend (Canterbury Anniversary). I don't intend to give anything away about what we have arranged, other than to say I can hardly think of a nicer place than the Top of the South to have a



**Brian impressing the ladies with his skill.**

rally. There were some interesting events during our three day trip. We set off for Blenheim on Thursday afternoon, together with Bryan and Carol Thomas, we in our Six and them in their TR2. The roads were quiet and the driving good. We stopped at Domett for afternoon tea at the old railway station. About 10 minutes up the road after the tea stop, the Thomas' had a puncture in a rear wheel. Not too unusual you think, and you are correct. What made this event funny was that Bryan and I had had a conversation at the tea stop about getting separated on the road. Bryan said it didn't matter too much as he had my cell phone number and could call me to come and change his

wheel if he got a puncture! Needless to say, he changed his own wheel while I ribbed him about jinxing himself.

Malcolm and Yvonne Baird followed us up later in the evening (someone had to stay until the end of work to keep the economy ticking over!). They were caught up in a big rain storm along the Kaikoura coast that had swept up the country; and, they had exhaust problems. Their muffler partially came off and was bouncing along the road creating a light show of sparks. Not a very pleasant thing to have to do to fix it – climb under the car at the roadside at night, in the wet - but Malcolm is resilient and he fixed it, and then a short distance further along the road he fixed it again! Thanks to messaging, we had an almost live account of events as they unfolded. They got to Blenheim at near midnight and Denise and I were waiting up for them with the kettle on. It's starting to sound like a sorry trip at this point, two breakdowns and me with the most unreliable



TR6 fuel system in the country, just wondering if things were going to go wrong with my car to make it a clean sweep. I am happy to say the next day saw good weather and the end of all our car troubles as no one had any further issues. We did our work around Marlborough, checked out the Saturday venues and finalised some catering arrangements and then headed for home.

Rather than back track down the coast from Blenheim we headed up the Wairau Valley to St Arnaud and the Nelson Lakes; just over an hour's drive away.

St Arnaud is in a pretty location at the side of Lake Rotoiti, an extremely picturesque lake. Each year here, they hold a classic boat show and this is usually supported by classic cars too. Well worth seeing. The road to St Arnaud follows the Wairau river most of the way from Blenheim. Beautiful scenery and almost no traffic made for a good drive, but it was a little spoiled by very strong winds. These died off in the late afternoon, thankfully, but were replaced by evening showers and rain. After leaving St Arnaud the road drops in altitude as it follows the Buller River down through to SH6. This is a lovely road with a bit of everything for TR owners. There is one section that is almost a 2 mile straight with visibility (in good weather) from one end to the other. I know what you are thinking; no we did not 'blitz' it. Our destination and the end of the driving for the day was the Owen River Tavern, just North of Murchison. I have been past this place many times and have always wanted to stop there. By the time we arrived the rain had set in (well, it is kind of the West Coast).

One of the reasons for stopping here was to try a bit of fishing in the adjacent Buller and Owen rivers. It was very pretty and relaxing by the river side – all the fish are still quite safe in their habitat, as we were pretty tired and with the poor weather and draw of the Tavern Bar, our heart was not totally in the fishing. The hostess of the Tavern told us the best fishing times are after 8:00 pm, or at 5:30 am (same everywhere I think). Needless to say, we made neither of these times.

We had a lot of fun that night at the bar, and left the following morning at around 9:00am for the last leg home to Christchurch. The road took us through Murchison heading for the Lewis Pass. We stopped at Maruia for morning tea, where the café had a nice collection of old memorabilia. While there it came to my attention just how tough the old days must have been for our forebears. Check out the items in the picture to the right to see if you get my drift. I'm not sure whether I was looking at some kind of emergency repair kit or the product that predated synthetic rubber.



The drive from Maruia through the Lewis to Christchurch was delightful. Little traffic, great roads and steadily improving weather made it a pleasant trip. We had one more surprise when we stopped at Clevedon for lunch, where we ran into Sue and Wiley Evans, who had been out for a drive to Hanmer Springs in their lovely little Lotus. I was expecting that we would pick up a lot of long-weekend traffic when we joined SH1 but although a bit heavier than we had experienced all weekend, it moved well, with no hold ups all the way home. We collectively had a really good weekend going to Marlborough and back to iron out the Nationals Saturday events. I am confident we have got something those who are attending will enjoy. We just need the weather to play ball.

That's all for now - Happy driving everyone.

*John and Denise*

# The Registrar Reports...

Many of you no doubt keep an eye on TradeMe, where there has been some recent activity with TR2s and TR6s for sale. However, an interesting TR variation recently on TradeMe was a rare Fiberfab 'Jamaican' sports car.



The body was made by Fiberfab (USA) in the 1960s to fit MGA, Austin-Healey and Triumph TR chassis. This car was built on a TR4A chassis in 1969. Imported to NZ in 1999, it was broken up for parts. The present owner rebuilt it in 2007, using the original chassis and body but not much else! It is powered by a modified PI engine (now with twin 2" SU carbs) of approximately 170bhp, and has a Toyota Supra gearbox and Supra torsion lsd diff.

Kevin and Glenis Glover have spent much of Kevin's recent retirement motor-homing / gipsying, mainly around the South Island, and reported as follows:

*"We are currently drifting around in the South Island and have spotted a TR7 FHC, Rego UI5076, painted Maroon, that I thought you may be interested in – maybe you have a record of it – but then maybe not!"*

*We spotted this TR7 for sale on the side of the road between Canvastown & Pelorus Bridge on State Highway 6 last summer when we were down here but didn't stop to investigate, this year it's sitting in a paddock seemingly abandoned with a very faded 'for sale' sign. This time we managed to stop in time to check it out from a distance, other than for the fact that it was covered in dirt from being left in the paddock, it appeared to be in tidy condition. Good paint job in deep maroon, tartan upholstery and the sign seemed to indicate that it had a reco motor 400 kms ago."*

Unfortunately rego. UI5076 does not appear in our TR7 records - can any of you Southerners throw any light on the history of this car??

TR3A TS80402-O, recently advertised for sale in Transmission and our website, has gone to Australia for Paul Szewczyk, a long-time Kiwi TR man who will be well known to many members in the Wellington and Christchurch areas. I understand it is Paul's intention to return to NZ with the car in the near future..

A couple of TR2 changes of ownership – TS3628-O ex Tim Palmer, now lives at Loburn near Christchurch; TS3648-O (recently rebuilt by Colin White) now dwells in Auckland; and TS3598-O (better known as BT303) has joined the other seven Triumphs in Ian Macpherson's stable.

Congratulations to Laurie McDonald for his efforts in marking the 60th birthday of the TR2, by getting together three TRs with consecutive commission numbers! (see Laurie's article on page 18 of TRansmission)

And below is the continuation from last edition of the "useful" Service Bulletin advice for 1961 TR3 owners.

That's all folks -- Raewyn and I wish you all the very best for Christmas and 2015.

## **Kevin Tinkler**

### **5. Gearshift Lever Chatter**

*The simple corrective measure has been dealt with in a separate Bulletin which seems to have been overlooked by many service shops. Therefore, to briefly recapitulate, remove the gearshift lever knob and boot, remove the top cover bolt and cover together with the inner cover and spring. Slide down over the gearshift lever a fairly heavy piece of rubber or neoprene tube 7/8" long and 5/8" inside diameter. Press it down until it comes in contact with the fulcrum ball. Reassemble and that is all that is necessary. The rubber or neoprene tube will act as a vibration damper in this position.*

### **6. Loud Squeaking in the Right Rear (similar to a squeaking road spring)**

*Removal of the right rear wheel will generally reveal that the overflow pipe from the gas tank is chafing in its bracket against the frame. Taping the pipe at this point inside its bracket will quickly correct this condition.*

### **7. Intermittent Knock from Underside of Car**

*It will generally be found that this is the exhaust pipe hitting the chassis frame. Corrective measures should be self-evident.*



## Top O' The South

# ***THE TOP O' THE SOUTH REPORT***

A mixed bag from Top-O'-The-South this time around....

some housekeeping matters, a burst of competitive hill climbing, and some leisurely touring But first, the housekeeping.....

### **THE CHANGING OF THE GUARD.**

I assume many of you will be unaware that Group Leader Terry Byrne sold his TR7 and has resigned his membership of the TR Register. As a result of his departure, I've volunteered to look after our reports, at least until a new Group Leader is in place. Needless to say, with the time constraints, I've had to scratch around at short notice for content for December's TRansmission. (Ed - you have again done well thanks Bill)

### **FLYING TRIUMPHS.**

Nelson member David North has his immaculate blue TR3A flying. Well, not flying as our pilot David knows flying. More uphill flying as in competitive hill climbing. David's competed in a couple of recent hill climbs. They're organised by two Nelson car clubs and held every few months. According to David, they're great fun, presenting an opportunity to stretch his TR3A's legs.

I'm pleased to report that David and his TR3A have done the TR Register proud. Beaten home once by a 1955 Mercedes coupe ( not much shame in that) but finished ahead of a Daimler Dart SP250 during both outings. Nice to see a Triumph keeping a Daimler in its place!

David wrote an interesting article in TRansmission, June 2011, page 16, in which he spoke a little of the upgrades carried out on his car. These have obviously paid dividends, giving that competitive edge so often sought, but seldom obtained. Well done captain North.

### **A LEISURELY DRIVE TO MURCHISON.**

And for my part, I've been out and about too. The Classic Motoring Society of Nelson / Marlborough had planned an outing. A drive from Blenheim, up the scenic Wairau Valley, lunch at a St Arnaud restaurant, and a leisurely return home. Early enquiries, however, failed to secure a restaurant open for bookings. The decision was made to extend the run to Murchison, and dine at Rivers Cafe.

I was keenly anticipating the event. I hadn't traversed the stretch from St Arnaud to the West Coast and was relishing the prospect. Virgin territory for my 3A, too. And it would provide another article for Transmission and gain a mention for the Top-O'-The-South group.

Given my predilection for topless motoring, and my preference for fine weather, I started checking the long range forecasts a week out. We were certainly enjoying an early spring. Sunny skies, mild temperatures, and little wind. What a delight driving in

such conditions would have been. But they weren't to last. A deep depression developing down south was due to hit Nelson Lakes / St Arnaud / Murchison on the Saturday and Sunday. And Sunday's forecast, in particular, was a deterrent; strong cold southerly wind, steady rain, snow showers, and a maximum high of 7 degrees! Spring??? Someone forgot to tell the weather office.

I threw caution aside and decided to go. I figured I could always turn around and high-tail it back home if conditions closed in and became intolerable. More to the point, I'd curse myself if I didn't make the effort, only to hear later that conditions stayed dry and not as bad as predicted. And, so, I duly arrived at the mid morning briefing. Only 3 other participants..... an MGB GT, a 1969 Alfa Romeo, and a 2005 Mercedes convertible. Other more sensible club members were obviously concerned by the forecast, electing the comforts of home. No Triumphs for company.

The run up to St Arnaud was easy driving. Apart from yielding right-of-way to a large mob of sheep, shepherds and dogs moving along the highway, (reminders of boyhood spent in rural Southland) little else was on the road. I left



Picton in a light frost, and clear skies. The route from Blenheim, up through the Wairau Valley, was travelled in sunshine. But, nearing St Arnaud, the surrounding mountains were enveloped in heavy cloud. It didn't look good. The question remained.....would the weather turn to custard as the dire forecast predicted?

I pulled off the road at St Arnaud and sat awhile, observing traffic coming up from the 'Coast. None had lights on, or wipers going, and none were wet with rain. I decided to push ahead for Murchison, 60 kilometers distant, and set forth. I wasn't long into the downhill run when rain started. Thankfully not the downpours for which the West Coast is famed, but steady enough to press the wipers into action. I stubbornly refused to put the hood up, but the tonneau cover was in place, keeping the cockpit dry. The windscreen helped, doing an admirable job of deflecting the rain up and over the back of the car. And I was well rugged up in a padded jacket, both waterproof, and windproof, plus driving gloves, and a fur lined leather helmet. No heater, but I was surprisingly comfortable, and quite content to carry on. Topless, of course, amidst the showers.

In Murchison, the cloud remained low and threatening, but the rain stopped. I met up with the 3 cars from Marlborough, and with 4 participating vehicles from Nelson, their departure staged to reach Rivers Cafe about the same time as us. No Triumphs among that group either. TR Register members are pretty scarce in these parts. I quickly gulped a soup for lunch. Quicker than was polite, on reflection, but Murchison was new territory and I wanted a look around before leaving. I was keen to get back up to St Arnaud and re-fuel the car, too. I wouldn't have reached home with what remained in the tank. So, after a hasty farewell, I was back on the road. Homeward bound.



Rain set in again and accompanied me on the climb up to St Arnaud. Relieved, on reaching the summit, to see the general store was still open, I pulled in and filled the Triumph. Alas, the store owner hadn't heard of Winston Peters, so no Super Gold Card discount there. Resuming the run back down the Wairau Valley, and away from the influence of the mountains, the rain and cloud cleared. The sun came out, coupled with a stiff nor' wester blowing down river. A brief stop at the Wairau Valley Tavern to stretch the legs, and to enjoy a toasted sandwich and flat white, then once more back on the road to Picton.

All in all, a great day's outing in mixed weather conditions, but with the potential to have been much more inclement than was the case. Three hundred and ninety kilometers travelled. A long way for a bowl of soup, to be sure, but I did cover some new countryside. And I was teased by fleeting gaps in the cloud, revealing glimpses of stunning scenery. Clearly this is a run worth repeating, next time judiciously planned to coincide with blue skies and clear visibility. Then there'd be an opportunity to really appreciate what nature has to show.

### **AND MORE HOUSEKEEPING**

A vote of thanks to Terry Byrne and his efforts in representing this region. His influence will be missed and we extend our thanks and best wishes.

And with the festive season once again upon us, we wish all TR enthusiasts a great Christmas and an enjoyable new year. For those of you attending Marlborough's NW2015, we extend a very warm welcome. Make the most of your time in the upper South Island and enjoy all that the Top-O'-The-South has to offer.

## **Bill Rogers**



# TRansactions

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(photo inside back cover)

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*Contact details are shown at the  
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# TRansactions

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**Merry**  
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Canterbury ladies in  
Melbourne - page 30



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