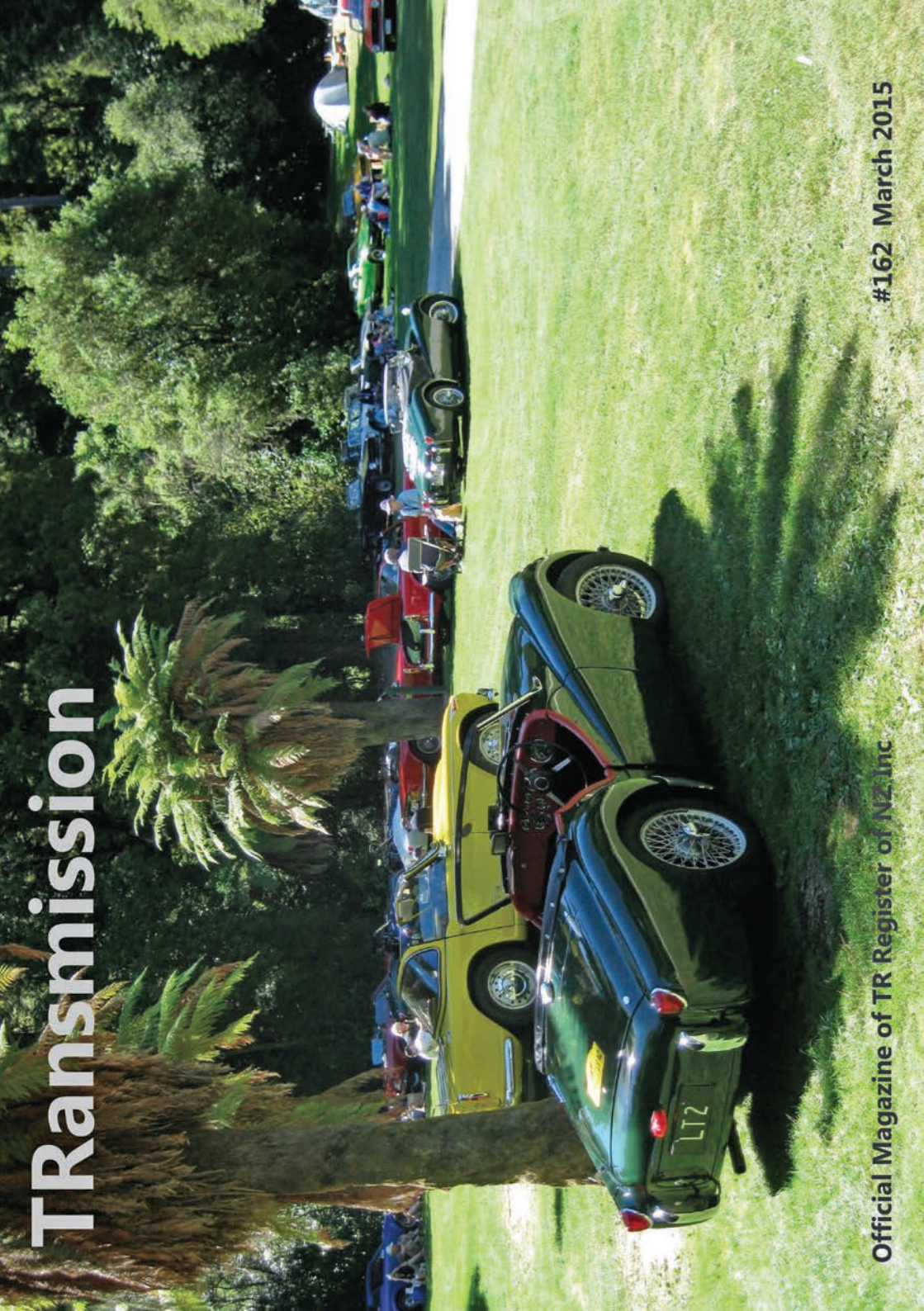


# TRansmission







**People's Choice at Nationals**  
- Tony and Liz Phillips' beautiful TR3A



**Two classics; standing next to two classics. Owners from new!**

# TRAnsmiSSion

## CONTENTS

Top Torque	3
Editorial Team Talk	5
Top O' the South	6
City of Sails	8
Deep South Group	12
Canterbury Tales	16
Nationals 2015 review	20
Waikato Wanderings	26
Hawkes Bay Happenings	28
Wellington Wafflings	32
Cartoon Corna	33
Bits and Pieces	34
TR Calendar	37
The Registrar Reports	38
TRansactions	40

## FRONT COVER

**Nationals lunch at  
Pelorus Bridge  
- a beautiful day's drive  
and relax in the sun**

*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.*

# **TR REGISTER NEW ZEALAND (Inc)**

P.O. Box 17-138 Greenlane  
Auckland 1546 New Zealand  
web site: [www.trregister.org.nz](http://www.trregister.org.nz)  
e-mails: [info@trregister.co.nz](mailto:info@trregister.co.nz) or as below



## **2014 / 2015 NATIONAL COMMITTEE**

### **President/Archivist/Concours**

Frank Cleary (09)410-9525 TR4/TR6/TR8/Dove

### **Vice-President/Spares Co-ordr**

Ian Harris 09 521 0794 TR6

### **Treasurer**

Trevor Hynds (09)372-3182 TR6

### **Secretary**

Ailsdair Keucke (09)480-1329 TR6

### **Transmission Editor**

Stephen Higgs 0274782246 TR4/TR8  
[editor@trregister.co.nz](mailto:editor@trregister.co.nz)

### **Technicalities/Overseas**

Robert Johnston (09)575-4151 TR5/TR8

### **Membership**

Richard Wooster (09)6272112 TR7/TR7DH

### **MotorSport**

Peter Mence (09)483-6424 TR2/TR6/TR7/TR7V8

### **Spares**

Kevin Glover (09)625-9428 TR6 / TR7  
David Snelling 021490582 TR7V8

**For all enquiries regarding spare parts,  
contact : Kevin Glover (09) 625-9428 a.h.  
or [spares@trregister.org.nz](mailto:spares@trregister.org.nz)**

### **Registrar**

Kevin Tinkler (09)410-7219 TR4

### **IT Co-ordinator/Website**

Brian Sadgrove 021583245 TR6

## **AREA STEWARDS / GROUP LEADERS**

### **AUCKLAND**

Steve Martin  
027 334 2063 TR6  
[auckland@trregister.org.nz](mailto:auckland@trregister.org.nz)

### **WAIKATO**

Peter Parker  
Ph TBA TR4  
[waikato@trregister.org.nz](mailto:waikato@trregister.org.nz)

### **HAWKE'S BAY**

Graeme & Joy Thomas  
(06)835-5180 TR2  
[hawkesbay@trregister.org.nz](mailto:hawkesbay@trregister.org.nz)

### **TARANAKI**

Wayne Butt  
(06)758-7720 Doretti  
[taranaki@trregister.org.nz](mailto:taranaki@trregister.org.nz)

### **WELLINGTON**

Jonathan Petterson  
(04)976-4070 TR3A  
[wellington@trregister.org.nz](mailto:wellington@trregister.org.nz)

### **Wanganui /Manawatu Area Rep:**

Ken Pfeffer  
(06)348-5508 TR3,3A,4A,5,6  
[wanganui@trregister.org.nz](mailto:wanganui@trregister.org.nz) (cc to Wgtn)

### **NELSON / MARLBOROUGH**

Bill Rogers  
(03) 5735507 TR3A  
[billrogers@xnet.co.nz](mailto:billrogers@xnet.co.nz)

### **CANTERBURY**

John and Denise Jones  
(03)347-3321 TR6  
[christchurch@trregister.org.nz](mailto:christchurch@trregister.org.nz)

### **DEEP SOUTH GROUP**

Trevor & Jane Payton  
(03)473-7791 TR4  
[deepsouth@trregister.org.nz](mailto:deepsouth@trregister.org.nz)

# TOP TORQUE



I've just realised Easter is only a week away, the dance card has been full and the summer has just flown by. The main focus has been finalising the organising of the National Weekend with the team and the event itself. Your support of the National Weekend was extraordinary. We had planned for 100 people and in the end 134 people attended along with 61 TRs, 4 Doretti and 1 Spitfire. Our international visitors included Mick and Linda Forey from the UK along with Paul Tunnadine who was attending his third National Weekend. Mick is the Leicester Group Leader and Paul as Director and committee member of the TR Register UK presented us with a memento to celebrate the strength of connection with the UK Register.

Staging the event in Blenheim was somewhat of a logistical challenge and I would like to recognise the effort of the Auckland team of Ian Harris and Alisdair Keucke, the Canterbury team under John Jones, Wellington members Steve Brettell and Grant Simpson, plus Bill Rogers, the Top of the South Group leader. That the weekend ran seamlessly is down to this group, not forgetting those that helped out on the day.

Omaka Airfield provided the venue for the Concours and many took the opportunity to visit the Aviation Heritage Centre. This is truly an international standard display of WW1 aircraft within dioramas, the centre also displays military memorabilia of the period, the value of some of these items being eye-watering. A TR4A displayed at the entrance of the Omaka Classic Car Collection next door enticed us in to reflect on earlier times owning these cars of this period. I admit to one made cool by Harry Potter that has given me some street cred in the family.

Conversation, food and libation were the order of the evening events. We were welcomed by the Marlborough Mayor Alistair Sowman at the Clubs of Marlborough on the Friday evening and Saturday night at Vintners Hotel was a highlight. The espionage theme saw many of our on screen characters portrayed, although "Goldfinger" did bring a tear to the eye. Barry Ricketts was on form as MC and the Nelson Jazz Club Big Band entertained all evening, prominent in their line up Dave North played on Saxophone as we danced late into the evening.

Sunday lunch, final prizegiving and farewells were held at Drylands Winery where the Deep South Group extended the invitation to join them in February 2016. So pennies in the jar as we save for what I'm sure will be another memorable event.

What better way to enjoy the district than to join the aftertour, organised this year by Lyn & Val Scott. The tour gives you the chance to follow the directions or just follow your nose at your own pace. Ann and I tagged along to join the other 40 or so people for the 3 day event, again spectacular scenery and wonderful company.

The Concours is one of the main events of the National weekend. It is always well supported by members and this year was no exception with more than 40 TRs entered. As usual the cars reflected the hours of TLC lavished on them by their drivers and the line-up at Omaka was nothing short of spectacular. The Concours results are published in *TRansmission* and I would like to take the opportunity to thank the judges for giving up their time once again and undertaking a role that relies on impartiality, knowledge and judgement.

The committee has a number of projects on the go this year, the first of which is the transfer of the membership database to the website. This will not only allow ease of management but will enable us all to access the membership list. The other is the review of our funds management with the intention of ensuring the annual expenditure budget benefits today's members and that the club does not accumulate funds unnecessarily. I will report to you the outcome later in the year.

Meanwhile it's back to accumulating missing and replacement parts for our TR projects and getting the reconstruction of the TR2 chassis underway.

Really looking forward to Dunedin, so let's all put it in the diary now.

*Frank*



# *EDITORIAL TEAM* *TALK*

We are told everyone had a great trip home from Nationals. As many have said in articles in this edition of TRansmission, thanks very much to the organisers from various parts of the Register membership for their thought, planning, and hard work that went into the success of Nationals 2015 in Blenheim.

The Deep South Group has already done a lot of planning for next year and will be keeping you informed of developments as things progress.

At Nationals, a number of you kindly agreed to provide articles for Transmission over coming months. We have your names recorded and your binding authorship contracts on file, so if we don't hear from you we know where you live. But seriously, thanks for offering to contribute to Transmission.

While on the subject of thanks, we really appreciated the great response to the request for calendar entries for the 2015 calendar. Congratulations to the winning entries - see the names of the winners, plus details of the 2016 calendar, on page 37. Photo entries for 2016 close on 31 October.

Another thank you - since the Dunedin editorial team took over Transmission quite some time ago now, Jane Payton has been our enthusiastic and very accurate proof-reader. She corrects our poor grammar and spelling, and there is nothing that gets past her. Thanks very much from the editorial team and the wider readership, Jane, for the great work that you do.

Daylight saving will have ended by the time you read this, so the best of TR motoring weather will probably be behind us. That means we need to make the most of any opportunities to get the car out or to enjoy other fellowship that membership of the Register brings at our local level.

People who participate in Nationals all say they love it - make sure you do the same in your own patch.

*Stephen, Trevor, & Brian*



## Top O' The South

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

What a busy time lately, here in the Top-O'-The-South. The period of stepped up activity started early December with then Group Leader Terry Byrne selling his TR7 and suddenly resigning from the TR Register. Yours Truly picked up the mantle, carrying on from Terry in the Group Leader role.

I did have a chance to catch up with Terry, post resignation. On 7th December the Classic Motoring Society staged a Xmas BBQ run up the Waihopai Valley. I attended, and Terry and Helen journeyed over from Nelson (in a Holden Torana Terry had bought after selling the Triumph) and joined the festivities. No other cars bearing the TR badge showed up, but it did afford me an opportunity to wrest the TR Register flag away from Terry. No fanfare, no celebration, no ceremony. Just a low-key handing over. We did, nevertheless, capture the moment on film. Or, in modern parlance, on memory card!

And then came NW2015, and what a fantastic, fun-filled, time that turned out to be. We here in Nelson / Marlborough can't take any kudos. Thanks instead must go to the various groups that stepped up and played a hand in planning, organising, and managing, the event. I anticipate that others will give it adequate coverage, so I don't intend to comment in any depth. Suffice to say, Brent, David, and I really appreciated your company. It was a pleasure sharing the Top-O'-The-South with you. We hope you all reached home safely afterwards, and without incident.

It's a shame that Max and Marilyn Clarke (TR3A, Nelson) have their car off the road, and missed NW2015. However, it was pleasing that Brent was able to welcome and host the Doretti enthusiasts, while David North with his Big Band provided fantastic entertainment on the Saturday evening. David also showed hospitality to U.K. guest Paul Tunnadine, shepherding him around the Marlborough countryside earlier in the day. Thanks guys. It was great having your support.

Avril and I joined the "after-tour". With a good number of other cars, we headed across to Nelson before over-nighting, then running on up to Collingwood. And as with the formal part of NW2015, this was a most enjoyable few days. Fantastic scenery, fantastic driving conditions, and fantastic company. An appropriate finale to a wonderful event. Credit to Val and Lyn Scott who so capably put this together. Organising skills to be proud of.

Already we're talking of answering Dunedin's call and taking the sidescreen South next year. We look forward to the Deep South group hosting NW2016.

I'd only been home three days following the "after-tour", when the TR3A was wheeled out once again. This time to feature in a charity car show at Blenheim's Waterlea racecourse. Brent was there too, both of us wearing our Classic Motoring Society hats, and both lending a hand to run the event. I was on marshalling duties;



Brent on the refreshments stand. Naturally our two cars were on display. No other Register cars were present, but we unfurled the TR Register flag and flew it proudly. Any opportunity to push the brand!

The charity car show was well supported. Three hundred and forty vehicles on display and a good spectator turnout. Thanks to local generosity, a record \$6,400 was raised and donated to Hospice Marlborough. A very worthwhile and most deserving cause.

And now the car's back in its garage. It's met a number of demands over recent weeks and performed with distinction. It deserves a well earned rest. Faint chance of that, though, if this spell of great motoring weather continues.

Cheers from Top-O'-The South group.

## ***Bill Rogers***



**The changing of the guard.**

**Terry Byrne showing Bill the ropes, as new group leader.**

**Blenheim Hospice Charity car Show.**

**Bill and Brent promote the TR marque.**



# City of Sails Area Report

If I didn't know before I certainly know now, the TR Register has got to be the Best English Car Club in New Zealand, and if it's not then whichever club is better must be outstanding! There will be plenty of talk from all groups about the National Weekend and why not, it was without a doubt one of the best weekends I have had the pleasure to be involved in, but hang on, I'm getting ahead of myself.

At the conclusion of my last report we were about to enjoy the last run for 2014 and a run I was much looking forward to, the Pre Christmas Breakfast Run to the Cider Shed in Warkworth, along with the Historic Racing Club and Club Lotus. With eight cars from the Register, the two Red side-screens from Whangarei, a clutch of cars from Auckland including the Hendrix Opel Roadster, and the Hayman's in their Lotus, we made up the majority of those present. Yes, the Haymans had left their TR2 at home in favour of



Nigels very nice Lotus but that helped boost their numbers to five, all red. With an MGB Roadster, an MX5 and a Toyota MR2, as well as a yellow Fraser, it was indeed a mixed marque affair and a very good one. Good food, good company, great cars and great weather, what could be better?

The run home with three TR6s down the back roads to State Highway 16, then on to West Auckland was a blast! Woo hoo!

January 2015 brought with it the beautiful weather we had been hoping for and we were out to make the most of it. The first opportunity for the Auckland members came with another joint run, this time to Hampton Downs with Club Lotus for the Howden Ganley Formula 5000 race meeting, where we once again took part in the Show n Shine. No prizes this time but a great time had by us all. The even numbered TR's to the fore!

A number of events in Auckland during January gave the 'Hard Core' lots of chances to get out and about – the second weekend of the Howden Ganley F5000 meetings, Rod Millens Leadfoot Festival at his rural estate in Hahei Coromandel being just a couple.



TR display at Howden Ganley F5000 meeting

February gave us the chance to once again put our best foot forward, with participation at the Ellerslie Concours d'Elegance. This year the theme was The Big Screen and we set out to find a suitable movie that featured TRs as a main feature of the storyline. Now you'd think that would be easy and we did too but not so. We've been in the background in lots, and played a bit part in a few, but the one to feature a green TR2 was the best choice – Tin Tin.

While we had our theme and a quality group of cars to display, with the feature car in our display the green TR2 of Nigel Hayman, this year we didn't have any cars to enter the teams event and be judged in the ring. My inexperience with the Concours meant that I hadn't planned ahead well enough and for this I apologise to all within the Register. This annual event holds great significance within the Classic Car movement and a team on display



Ellerslie Concours



and judged within the ring is a valuable example to all marques of what the TR Register has to offer. We won't miss this opportunity again as long as I am Group Leader.

So, to Tin Tin, and Stephanie Booth had a superb poster made for the display featuring the TR 2 and some clever text, we had the feature car, and to add some weight to our theme we all wore Tin Tin T-shirts. A great team effort but once again we fell short in the awards stakes, with Sunbeam, Jowett and MG sweeping the prizes.

We did however generate a lot of interest in our cars, with plenty of people asking about them and sharing tales of their own TRs. The TR2, 4 TR6s, Franks TR8 and the lovely White Doretti of Helen Ferner, gave visitors a good range of cars to view. Thank you to all members who displayed their cars at such a high level of finish, and thanks also to those members who came to view and enjoy the biggest and best display of quality classic cars in NZ.

Once again the invitations were flowing in from other clubs to join in Fish n Chips runs, and visits to scenic points of interest, but I, like a lot of our members, had my eyes firmly focused on the biggest event on the TR Calendar, our National Weekend in Blenheim.

So to preparations, and for me that meant a couple of weeks spent at Hyde Automotive trying to work out what that irritating miss was that was lurking within that fine English electrical system. Mechanical Injection is fine (for the most part) as long the spark is there to fire it along. Well mine wasn't! Forty odd years of rotating at high revolutions had worn the old dizzie somewhat, so enter a bit of magic from Petronas, an updated coil and wiring, and a set of hotter plugs, and Woo Hoo again, I'm all set ..... nearly.

My biggest drive in the TR6 since purchasing in 2012 had been the run down from Paihia in the Bay of Islands, followed by a weekend run up to Whangarei and back. Blenheim was a much bigger proposition and because of my daughters 18<sup>th</sup> birthday



**Pelorus Bridge Scenic Reserve.  
The perfect lunch stop.**

just two days before registration, a trip destined to be made without any other members. However, except for a failed injector it turned out to be a brilliant run down via an overnighter in Wanganui, and meeting up with other TR's for the Picton Ferry added some cream to the trip.

Trying to limit the highlights for this report is too hard, and



others will feel the same way, so just a couple for me – the sight of a motel car park full of TRs in all their brightwork will stay with me a long time. The warm welcome from 'Everybody' is something unique, and in a life lived to the fullest an absolute standout! The Iron Curtains, enough said. Congratulations to all who had a hand in organising what to me seemed to be a seamless weekend, a credit to yourselves and to the Register as a whole.

I had the opportunity to Judge during the Concours on the Friday, along with Steve Brettell from Wellington (great patience that man) where we judged the TR2's, 3's, 3A's and Doretti's, (apart from Masters). A big job, and an experience I would be happy to repeat, as it gave me the best chance to have a close look at the quality of cars within the Register, and I must say it is very high. There are some great cars in the club and I for one would be proud to own any.

Judging is a tough job and I know for some there is a huge effort spent on getting our cars to look their very best, and perhaps the reward doesn't reflect that effort, but trust me I have respect in spades for every one of you. Whether you drove all the way from the far North in Keri Keri, or the Deep South, had your car trucked, or shared the driving like I did with my brother Rod, the cars created a sumptuous platter to suit all tastes! I had an outstanding time and am definitely going to Dunedin 2016, even if I have to truck my car to Christchurch and drive down from there, I will be there, and am looking forward to enjoying everything the Deep South Group are promising.

A special thanks to David Grey and Belinda Rooney who lent me an injector for the return journey following the Nationals. It is that sort of generosity and friendship which makes this such a great club to belong to, Awesome.

And also a word for Tony and Kay Shaw whose weekend of promise didn't finish the way any of us would want it to, so see you both in Dunedin.

With a week or two left in the quarter some of the 'Hard Core' are heading off down to Taupo with the Waikato Group, checking out the dams on the Waikato River. I am planning an April Run to the Coromandel, again with the Waikato Group, visiting with the Duffs in Whitianga, and the Marshalls in Morrinsville. And the Booths are finalising their plans for the Mid Winter Run to Chateau Tongariro. All good chances to get those TRs out and about and our hair in the wind!

Enjoy and Happy MoTRing

*Steve Martin*



# Deep South Group

What a start to the year! The TR4 has had a fair flogging since Christmas, with all the great summer weather. It's been great when the only thing to worry about when you were out motoring was sunburn!

The year got underway with a spur of the moment trip down to Maple Glen, an impressive, very extensive garden, set up by a farmer near Wyndham in Southland.

Brian and Susan sent out an email asking anybody who was interested in a run down south in the weekend to get in touch with them and they would advise where to meet. Five cars turned up, the Allotts, Hopes, Paytons, Walkers and Ken Harrex. After the usual New Year greetings, we headed south to our first stop, Balclutha, for a much needed coffee. Feeling much refreshed, we headed on to our destination, "Maple Glen" which is a 25 acre private garden, aviary, woodland and wetland set up in the rolling countryside of Southland, not far from Wyndham. The garden development started from a farm in 1966 to what it is today, a very special place and well worth a visit if you are in the area.

After a very pleasant picnic lunch, we then took the opportunity to walk around the garden. At first it was a stroll in the sun which very soon developed into a hunt for the shade. It was hot! We are used to hot weather down here in the south but this day was a bit much. The gardens have to be seen to be believed. We had the whole place to ourselves and several of the ladies expressed interest in incorporating some of the shrubs and flowers in their own gardens. The men were glad it was only interest that they expressed as you can only fit so much in a TR!

It has been decided that the Deep South Group will making an effort in the future to do a run down to the gardens to see them in their different seasons.



**F & Cs by the lake**

Our next outing was the annual Fish 'n Chip Trip run, this time organised by Trevor and Jane. The run started with 12 couples and their cars meeting at the Vogel Street Café, a café that has recently opened in Dunedin's new Historic Precinct, (you will be able to check the Precinct out at the 2016 Nationals!) for coffee and then heading off to enjoy a run through the suburbs of Dunedin, over Saddle Hill to Brighton, Taieri Mouth and on to Lake Waiholā to

buy our Fish 'n' Chips before we all headed down to the Waihola Domain to enjoy our meal and continue the catch up with everybody. It was great to see Karen and Tom Mulqueen, two of our Central Otago members, who motored down from Queenstown to be with us.. A run like this is a very enjoyable way to spend a Saturday afternoon.

## The Nationals

*Wednesday 25th February:* 12 cars of The Deep South Group from various parts of Otago, made their way to Methven for an overnight stop and ultimately Blenheim and the 2015 Nationals. The Central Otago contingent came via the McKenzie country and inland South Canterbury, the Dunedin group made their way via Oamaru (compulsory coffee) and then on to Geraldine (lunch) and finally Methven.

We had booked into the Mt Hutt Motels, the idea being that we would all gather there, have a few beers or wines and then a BBQ all being enjoyed sitting in the sun. Well, the idea was great but the actual thing was a little different. By the time everybody had arrived the weather was looking decidedly suspect and by BBQ time the weather had packed up and we enjoyed our meal standing in the drizzle, imagining what it would be like doing the same in the sun! We were pleased to welcome some of the Deep South's newer members, Jade and Paul Lloyd and their Dani and Corin, Laurie and Annette McDonald and Peter and Julie Drummond. There was only one car missing, Joel Chisholm and daughter Lucy - they would be catching up with us on Thursday. A great start to the 2015 Nationals. Many TRs, along with world and sporting problems solved around the BBQ or in one of the motel rooms that night.



*Thursday 26th:* Morning dawned overcast and cool but some of our members still braved the elements and put their roofs down. Brian and Susan issued out our running instructions along with maps for the day and we were on the road. Trevor and Jane were having problems with their battery so it was decided they would check with the AA when we stopped to purchase our picnic lunch from the Darfield Bakery. (We can thoroughly recommend this bakery, the pies are to die for.) It was then on to Amberley for morning tea/coffee.

Taking the road to Hanmer we passed through Culverden, Rotherham and onto Kaikoura via the Alpine Pacific Triangle route. At Kaikoura we took the opportunity to sit down on the foreshore and partake of our delicious Darfield Bakery goodies. You could smell them all the way, so by the time we got to Kaikoura we were well and truly ready for lunch. From Kaikoura it was a leisurely run through to Blenheim and the Deep South base at the Ashleigh Court Motels.

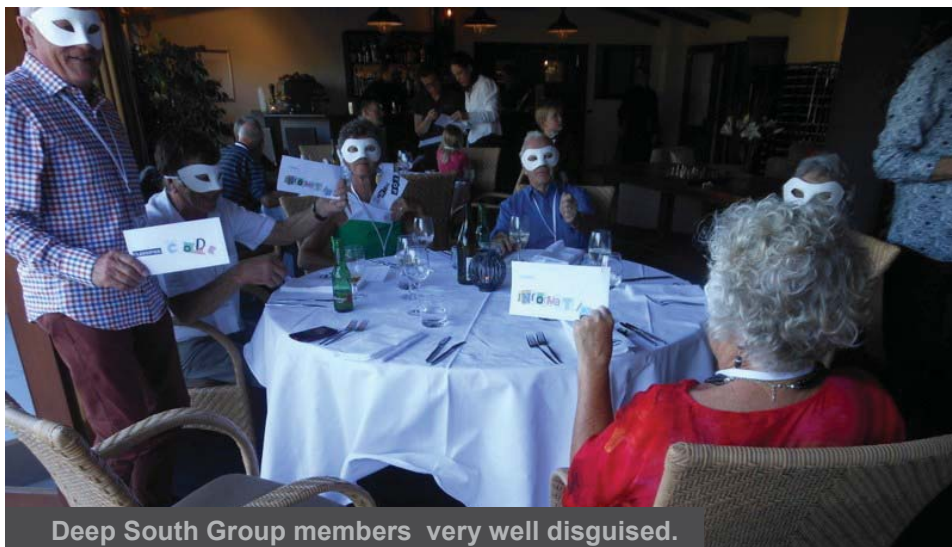
The Nationals kicked off on the Thursday night with the registrations at the Scenic Hotel followed by a Meet and Greet, Welcome and smorgasbord meal to finish the proceedings. This evening is always a good time to catch up with old friends and meet lots of new people. After a very enjoyable meal it was back to the motels for an after dinner drink and then early to bed to get ready for the next few days.

*Friday 27th:* An early start. After the Muster and Briefing it was in the cars out to Omaka for the concours display and judging. While the judging was going on we were given the opportunity to visit the Air and Classic Car Museums. These facilities are well worth a visit. A very pleasant few hours was spent going through both these and it helped fill in the time before we had to get back to the cars to head back to Blenheim. Nattering over a drink and nibbles while sitting in the sun is very enjoyable!

The Friday dinner was held at the Clubs of Marlborough, an impressive facility on the banks of the Opawa River. We were welcomed to Blenheim by the Mayor before sitting down to our meal and once again having the opportunity to catch up with what has been happening in the TR world and around NZ. One good thing with having the Nationals in Blenheim is most events are within walking distance. It was a very merry group that made its way back to the motels. There are no drinking restrictions when walking. Yet!!

*Saturday 28th:* Following the obligatory Muster and Briefing it was off on a tour of Blenheim and Marlborough with a picnic lunch supplied by the Christchurch group. After a great tour of the lower Wairau area it was off to our first coffee stop at Havelock. Many on the tour went on to Pelorus Bridge for their lunch while some of us headed on to Anakiwa on the beautiful Queen Charlotte Sounds. It brought back many pleasant memories of Outward Bound School, great holidays and the place where the author met his wife!

The run back to Blenheim, leisurely cruising around the Queen Charlotte Drive with



Deep South Group members very well disguised.



the top down is an excellent experience in an open top TR.

Saturday night kicked off with drinks and chatter at the Scenic Hotel before being picked up and transported to the Vintners Hotel for the Gala Dinner and Prize giving. The theme for the night was espionage. People's interpretation of espionage was interesting and made for a lot of laughs. The Dave North Big Band supplied the music for the night with a spell half way through the night for the prize giving. The Deep South Group did very well with the awards. Peter and Julie Drummond third place in the Standard Class with their beautifully restored TR3A, Mark McLachlan second place with his BRG TR250, Keith and Bev Allott, second place in the Masters Class with their TR7 and Alan and Norma Parks took second place in the Modified Class with their red TR5. In the Modified Class Gail and Stephen Higgs took first place in their TR8 and were awarded the Mence Family Trophy.

*Sunday 1st March.* Final Day. Muster and Briefing. During the briefing a presentation of the Barry Wilson trophy was awarded to Deep South Members, Jade and Paul Lloyd for their original green TR2. This trophy was created to honour Barry Wilson, a long time, hard working member of the TR Register. Barry is remembered by many members of the Register as the go to person for anything to do with TRs. It was fitting that Jade and Paul should win this trophy as Jade is Barry's daughter and their TR2 is the one Barry was working on at the time of his death. The Deep South Group congratulates all the winners.



**Jade Lloyd  
receives  
Barry Wilson  
trophy**

The Deep South Group took the opportunity to publicise the next TR Nationals, to be held in Dunedin from the 25th to the 28th February 2016. Then we were off on a morning run around the lower Wairau with great views of the coast and across Cook Straight to the North Island. We drove back inland, passed the Spy Domes, keeping a smile on the face for the hidden security cameras, (they like to keep an eye on strangers in TR sports cars!) then onto the Dryland's Restaurant, for our final lunch, prize giving and farewell. It was very impressive to see all the TRs parked outside the venue with the vines as a back drop. It is always a shame to know this is it. After three full on days it's all over and it is back to the real world - it would be great to just carry on.

A great weekend, well run and organised. Our sincere thanks to all those involved from Auckland, Wellington and Christchurch. You did a great job.

See you all at the Dunedin Nationals,  
Thursday 25th – Sunday 28th February 2016  
WE'LL SEE YOU THERE

*Jane and Trevor*

# Canterbury Tales...

As I write this it's just two weeks since the 2015 Nationals ended. Not a lot to tell you about the intervening period and I cannot really comment too much on the Nationals, other than that Denise and I had a really enjoyable drive there (together with a large proportion of the Canterbury Group attendees), and we had a terrible drive home, late on Friday evening. We did enjoy the Thursday evening welcome at the Hotel, and then things turned to custard, with us having to leave for health reasons. Still, on the positive side of the ledger the car performed flawlessly.

Leading up to, and immediately after Christmas our group was fairly busy. In November we



had a very nice summer evening 'last' social function at the Governor's Bay Hotel; a lovely establishment with a great view down Lyttleton Harbour. It's literally 'over the hill' from the city, but something of a winding and steep drive to get there, but well worth it.

After dinner, as the evening was coming to a close, it seemed too early in the year to a lot of us for this to be our last organised function, so we had a picnic in December. This proved popular even though it was very close to the silly season.

Over the Christmas break I witnessed the versatility and charms of the TR2 first hand, not least because of its pretty looks. While away on a tour with friends, we sat outside our motel rooms for the usual end of driving 'refreshments'. The nose of the TR2 was just close enough to our seating to serve a useful secondary purpose, as can be seen below. Did the designers anticipate this use when they were styling the car? It seems so useful it must have been so; we could probably call this the first of what has now become standard on most cars – the drink holder! See; almost every invention in the car is British in origin.



In January we outdid ourselves with two organised runs in the same month, which were each followed by a picnic hosted at the home of a Group member. Our first run explored the South of Christchurch, taking us across the plains to the coast, through rolling farmland and finishing in Ashburton at the home of Juliana and Warwick Protheroe. There was a great turn out for this event, even though the weather proved not perfect for a picnic. The Protheroe's driveway looked pretty good covered in TRs, perhaps only marred by an intruding Porche, smack bang in the middle (*see top of next page*).

What a collection to have on your driveway.  
Inset - The overcast weather did not dampen spirits.



Along with enjoying each other's great company, Warwick had organised a visit for us to his neighbour Colin Sweetman, who owns a shed full of classic and interesting cars. Colin was generous in giving his time, in allowing us free access to his collection, and in answering our questions about his cars. There was a lot of interest from our group and some lovely cars to admire. My pick was the pristine Triumph Herald (*photo below*)

A couple of our 'girls' found this Herald so interesting, they had to do an underside inspection to see if it was as good as the top..... at least I think that's what they were doing. Or maybe they are practicing for Concourse judging duties at some future Nationals.



We have in the Canterbury Group, a possibly unique situation, which I am happy to say we were able to see on this run to Ashburton. We have two senior members who are the original owners of their TRs. Ashley Southgate with his TR4 and Peter Edmonds with his TR6, both came on the run. They both have good cause to be proud of their cars and their long ownership of them (*Ed - have a look at the photo on the inside front cover and note that one of these cars, Ashley Southgate's TR4A, is for sale : see TRansactions for detail.*).

Just two weeks later we were on another run that took us around North Canterbury's rolling hills to Wylie and Sue Evans' farm, tucked up against the hills at Hawarden. We spent a little time driving on SH1, but the majority of the driving was spent on wonderful winding, quiet backroads. The weather on the day was in complete contrast to our previous run, being blisteringly hot and sunny. What a day for a soft top!





**A summer picnic under the trees.**

When we got to Wylie and Sue's place we were ready for some much needed shade under trees, where we had lunch and admired the rural outlook. Wylie gave us a tour of his shed, in which he home-built an aircraft (many years ago) and in which he now has a semi-restored, stationary engine. We had to have it cranked up of course (hand start). There is something nice about working machinery! Not sure what it is.

Talking of working machinery, one of our merry band-of-brothers made a wrong turn when leaving the Evans' place. In his attempt to return to the right path his car became grounded. Thankfully there were plenty of us about to unstuck the car – the problem was that this was one of those events you don't want anyone to know about.... almost as bad as my own run of exhaust pipe calamities.

In February we had a couple of UK visitors to Christchurch, in the form of Tim and Sue Hunter. Tim is Vice-chairman of Club Triumph in the U.K., a member since 1979 of the TR Register and has a 1966 TR4A bought by his father in 1970 (*see photo right*).

He and Sue came to tour the S.I. between late January to early February, and a group of us met with them while they were transiting through Christchurch, on their way in, and out.

The picture of Tim is at the Land's End control on his twentieth Club Triumph Round Britain Reliability Run (2,000 miles



**Vice-chairman of UK Club Triumph**



in 48 hours), all twenty in the same car.

We learnt from Tim that his passion is in getting out and driving his car, rather than what he indicated was the focus of the UK TR Register, of preparing and presenting cars. I don't know how club and group events are run in the UK, but from listening to Tim there are a lot of endurance rallies for people to get involved in, in Europe, with such things as a '10 Countries in Five Days' rally; so some big drives are being done.

Naturally, Tim expressed his regret at not having his TR here to tour the S.I. They were a very friendly couple, and on the morning of their departure from Christchurch, Barry and Kay Ricketts hosted them for breakfast at their home and then Barry gave him a taste of the performance of his TR6. Tim was suitably impressed from all accounts.

Looking forward, winter is approaching of course. We have a social event planned for the end of March. We will have some of our Group join in a Classic Cars tour around Waimakariri, and further down the track we will put together a late autumn run – an overnigher, possibly to Kaikoura.

That's all for now - happy driving everyone.

*John and Denise*



















# TR Register Concours Results 2015

## Standard Class

Model	Place	Entrant	Type	Colour
TR2/3	First	Graeme & Joy Thomas	TR2	BRG
	Second	Helen & Martin Ferner	Doretti	White
	Third	Peter & Julie Drummond	TR3A	White
TR4/4A/5/250	First	Ken Pfeffer	TR5	Red
	Second	Mark McLachlan	TR 250	BRG
	Third	Lyn & Val Scott	TR4	Green
TR6	First	Grant & Kate Burgess	TR6	Blue
	Second	Warwick & Juliana Protheroe	TR6	Red
	Third	Dennis & Anne Greenman	TR6	White

## The Brian King Memorial Trophy

TR7/8	First	Carol & Ray Weir	TR7FH	White
	Second	Ian MacPherson	TR7DH	Red
	Third	Neil & Ngarie Holland	TR7FH	Blue

## Masters Class

First	Robert & Leigh Giboney	TR6	Blue
Second	Keith & Beverley Allott	TR7	Green
Third	Tony & Liz Phillip	TR3A	Red

## Peoples Choice

Tony & Liz Phillip	TR3A	Red
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## Presidents Award

Ian Harris	TR6	Red
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## Barry Wilson Memorial Trophy

Jade & Paul Lloyd	TR2	Green
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# TR Register Concours Results 2015

Continued



## Modified Class

Model	Place	Entrant	Type	Colour
<b>The Tinkler Family Trophy</b>				
TR2/3	First	Brian & Raewyn Cannons	TR3A	Red
	Second	Jim Davis	TR3	White
	Third	Dave North	TR3A	Blue
<b>The Robert Johnston Trophy</b>				
TR4/4A/5/250	First	Alan & Gail Hylton	TR4	Red
	Second	Alan & Norma Parks	TR5	Red
	Third	Ken Burton, Janet Appletree	TR250	BRG
TR6	First	Murray & Stephanie Booth	TR6	Magenta
	Second	Belinda Rooney & David Grey	TR6	Red
	Third	Barry & Kay Ricketts	TR6	Red
<b>The Mence Family Trophy</b>				
TR7/8	First	Stephen & Gail Higgs	TR8	Silver
	Second	Wayne & Suzanne Jerard	TR7V8	Purple
	Third	Ann Cleary	TR8	Grey

## Pride of Ownership

### The Janice Egan Memorial Trophy

First	Cazna & Steve Payne	TR6	White
Second	Peter Edmonds	TR6	Blue
Third	Nigel & Gloria Hayman	TR2	BRG
	Stephen Rofe, Kathryn Perkins	TR2	Red

### Highest Overall Points The Classic Cover Cup

Ken Pfeffer TR5 Red

### Enthusiasts Plate

Tony & Kay Shaw TR6 Red

# Waikato Wanderings



Greetings from the Waikato group.

Well, what happened to Christmas ? If you remember it was when we moaned due to the fact it would not stop raining and a few months later, could not wait until it did.

The Waikato group had a Christmas run and get together, in the rain, to Dick and Marianne's home in Morrinsville. We all had a great lunch and thoroughly enjoyed the opportunity to look at their car collection. Since then as a group, we have not been together on a run until March but more about that later.

Our monthly get together at the Masonic pub (now known as our official 'clubrooms') in Cambridge continues to be a highlight on our calendar with the numbers attending swelling to 17 last week. Most members drive their TRs to the meeting with the exception of the writer of this article who after a severe ribbing will not make that mistake again. (see photo below).

As mentioned we did have a run in March. Named the dam buster tour (or That Damn tour) we travelled from Karapiro to Taupo visiting all eight Hydropower dams on the Waikato River. We would have really enjoyed looking at the Horahora Power Station as well but sadly it was submerged when the Karapiro Dam was built. Apparently it is still visited by divers so there you go, not forgotten.

The weather turned out to be fantastic and with nine cars from the Waikato plus two more driving down from Auckland, all the ingredients were there for a very memorable







**TRs assemble at one of the eight Power Station stops**

and fun day out. Lunch was a picnic at Lake Maraetai, Mangakino and after a wee bit of confusion at the end we all managed to arrive at the Aratiatia Power Station in time to see the opening of the Dam gates contributing to the Aratiatia Rapids.

Many thanks to everyone who could make it including Holly the Wire haired Jack Russell; we all got to travel off the beaten track and discover new destinations.

The ideas are floating around for the next run so I will have more news to report in the next magazine.

In the meantime

Happy motoring from the Waikato Group

*Peter P.*

# Hawkes Bay Happenings...

Following a slow start, summer finally arrived and it was the type of summer we remember when we moved to Napier in 1986 – blue skies and sunshine day after day.

Over the Christmas break I decided to investigate the oil leak from the TR2 gearbox. I removed the tunnel and found the problem area on the overdrive at each end of the solenoid shaft. I thought I might be able to remove the overdrive by itself but no I had to remove the whole gearbox. Seals replaced and reinstalled with fresh Penrite GB40 oil all is now well. I also managed to stop some oil leaking from the engine by tightening the sump bolts.

Our first run for the New Year was to Mahia on January 11th. Unfortunately only 2 cars met at the BP Bayview, Bruce and Trish Hislop and Joy and me in our respective TR2s, Another hot sunny day, almost too hot for topless motoring. It is a lovely drive starting along the seafront and then into winding, undulating countryside drying out from the lack of rain. It is always impressive passing under the Mohaka railway viaduct, a great feat of engineering.

A stop just before Wairoa for a well earned coffee and snack. On through Wairoa and turning off to Mahia we are again motoring beside the sea which is a magnificent blue, reminding us of the Mediterranean. We arrive at the holiday home of Will and Kath Coop to be greeted by their TR6 and a friend's Healey 3000 parked on the grass area in front. We unpack our lunches and sit in the impressive outdoor kitchen enjoying the views out to sea and catching up on Will's progress with dives on the SS Tasmania wreck.

A very pleasant afternoon but all too soon it is time to head back to Napier. We travel back by ourselves as Bruce and Trish are to stay the night just along the road at a friend's place.

Thanks again to Will and Kath for their hospitality.

## **National Weekend Blenheim**

We had a well attended Club Nite in February with lots of catching up and planning for our trip to the National Weekend. A clean and polish of the car with the hope that there will be no roadworks on the way this year.

Three cars represented Hawke's Bay, Steve and Maree Bevan (TR6), Ray and Carol Weir (TR7) and Joy and me in the trusty TR2. We all left at different times although we managed to meet up with Steve and Maree before boarding the Bluebridge ferry. It was a cool trip down from Napier into a dying southerly. A stop at Mount Bruce for a flask of coffee and something to eat. Good ferry crossing although a bit bumpy heading out into Cook Strait.

As always a lovely cruise through Queen Charlotte Sound and then disembark into blue skies and warmth. On to the motel and then to registration and meeting up with many happy TR friends.



The weather for the weekend was perfect, hot and sunny, so typical of Marlborough at this time of year. Friday was Concours day held at Omaka Aerodrome. About 69 cars lined up for the judging which was undertaken by a dedicated team of members. While this was going on tours were being taken through the Aviation Museum so wonderfully set up by Peter Jackson and also the nearby Classic Car Collection. Fortunately the judges also got a tour after completing their formalities. A truly memorable exhibition.

Friday night dinner was held at the Clubs of Marlborough which was just a short walk from our accommodation.

Saturday morning we were issued with instructions to follow and a picnic lunch. A drive around the northeast of Blenheim and then through Renwick with a stop at Basis for Boy's Shopping. On through Havelock and a stop at the marina before ending up at Pelorus Bridge which was our picnic lunch stop. Here we had a magnificent display of TRs looking dazzling parked beneath the wonderful trees creating a magical dappled light. Picnic blankets galore to relax and enjoy the provided lunch in a perfect setting. A leisurely drive back to Blenheim, this time via Queen Charlotte Drive with many wonderful vistas, a few clues to obtain along the way, which meant lots of laughter and speculation as to the interpretation of the questions.



**Vines in Awatere Valley**

Time to relax and prepare for the gala dinner at Vintners Hotel, remembering the theme of 'Espionage'. Buses were provided to transport us there and back. Much hilarity on board as some of the theme costumes were unveiled. A definite leaning toward 'Hallo Hallo' although the Fallen Madonna with the big boobies seemed to be absent! Dave North a member from Nelson had brought along his Swing Band and provided great dance music throughout the evening. Thanks Dave – great sound.

Presentation of Trophies for the concours was undertaken in between courses and Hawke's Bay again did well with Ray and Carol winning the standard class for wedges with their lovely TR7 and Joy and me winning sidescreen standard class with LT2 – there were no roadworks on our journey south this time.

## The Hawkes Bay Goldfinger team



After a hilarious evening of espionage, some obvious and some very subtle – picture a table of people wearing a rubber glove with the index finger painted gold and the table scattered with chocolate fingers coated with edible gold (*Ed - no need to picture it, it's in the photo above*). Some even suggested prostate checks were being undertaken?? Our bus ride back was a hoot with at least one roundabout being driven around twice.

Sunday and it is all coming to an end. Another set of instructions with a simple drive around the region, making a stop at the Waihopai 'Spy Station' and a drive around parts of this wonderful wine region. Farewell lunch at Drylands Winery before we departed in many directions vowing to be at the next Nationals in Dunedin in a year's time.

Well done to all the organisers from Auckland, Picton, Wellington and Canterbury. You all deserve a big pat on the back for organising such a great weekend from afar.

We carried on from here to Nelson for a few days to catch up with some friends we haven't seen for a while. Some of you may remember Ian (Shorty) and Lynn who had a LHD TR250 which has now been replaced by a 2002 Corvette Z06. Nelson is such a nice place to visit with some reminiscing of days when I was a lot younger. There seems to be a positive feel about the city. Perhaps we are just biased as we are both Mainlanders.

Wednesday we left Nelson and drove down to Kekerengu on the Kaikoura coast



where we met up with family from Christchurch for lunch. This was when we had our only problem after we stopped at Havelock Marina. We got back onto the main road and to the 100 kph zone to notice the car was very unstable which was caused by a flat rear tyre. Although not my first flat, it was the first time I have had to change a wheel on the side of the road. Not bad for 50 years driving!

On the way back to Picton we called into Yealands winery in the Awatere Valley. What an amazing set-up this is in what was a barren area, now all vivid green. You can drive out through the vineyards to the coast with a view out to Cape Campbell lighthouse with classical music playing at the carpark – surreal.

Friday morning to the ferry at 7am hoping we will beat the deluge that has been forecast as we travel north. A shower as we wait in-line to board and then heavy rain through the Sounds. Out into Cook Strait it is dry and remains that way until we get off the ferry in Wellington. And then down it came. It was almost impossible to see on the motorway with traffic down to about 60 kph. The water was pouring onto my legs – don't know where it gets in. The valiant little wipers struggled to keep the windscreen clear but near Upper Hutt they finally succumbed. So over the Rimutakas with no wipers. Fortunately as we descended to Featherston the rain eased and so I stopped there to check them. All that had happened was a large gust of wind had blown them and the driver's side had caught under the edge of the windscreen – so all go again. By Greytown the sun had come out and temperatures risen so we took the sidescreens off after a welcome coffee and headed for home. The nor'westerly wind was gale force all the way home but at least it was warm and dry.

So LT2 got a wash when we got home, seats and carpet removed for a good dry out. A fantastic week and a half away, met up with lots of friends old and new and our trusty 2 covered over a thousand miles with hardly a glitch – that's why we love our TRs.

The following week we had the pleasure of hosting Mick and Lynda Forey from the Leicestershire TR Register in the UK whom many of you would have met on the National Weekend. We had a very pleasant couple of days talking about things TR in the UK and Europe as well as travel in general. How lucky they are to tour much of Europe in their TR, just a 30 minute trip through the Chunnel and they are in France. They have now continued on their extensive trip through New Zealand.

Hopefully summer will continue for a couple more months now that Pam has moved on.

Safe & Happy MoTRing

*Graeme & Joy*

# Wellington Wafflings...

2015 got off to a good start in Wellington, with plenty of sunshine for the annual British Car Day at Trentham Memorial Park in Upper Hutt. This was on 8 February, a little earlier than usual, and at the end of Waitangi weekend. Whether it was the timing or the great weather I'm not sure, but there was a good turnout of cars, covering the full range of the British motor industry's output from Austin to Wolseley.

The theme this year was British V8s and we had Peter Scott's TR7 V8 along as our contribution. There was the usual assortment of other Rover engined cars as well along with a few Daimlers, later model Jags, and a couple of Sunbeam Tigers. I was disappointed not to see a Ford Pilot (remember them?), but there was one Ford with a V8 motor present as one of our members (who shall remain nameless) invited a friend with a Mustang convertible to come along and park next to the TRs.

Nobody called a truck to have the Mustang towed away, which just goes to show that British virtues such as tolerance and restraint still live on.

Other British things that still live on include a reasonable, but slowly shrinking, number of the cars that used to dominate NZ roads back in the 50s and 60s. Apart from the usual Minis and Morris Minors there was also a good range of Vauxhalls, Hillmans and Humbers – cars that I no longer see anywhere else except at British Car Day in fact, but which were once everywhere.

I think it was the Hillman Club that took the prize for best club display, foiling the MG club, who tried to upstage everyone else by having a brass band. After the Nationals however, I have decided that we can do better than that and by next year all Wellington members are going to have to learn a jazz instrument.

Keep TRying.

Johnathan

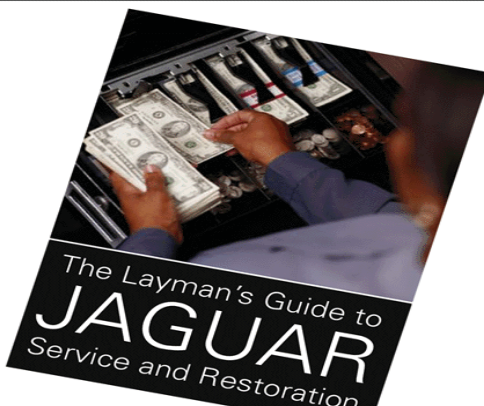
# *CAR....TOON CORNA*



I know my husband and there's just no point in arguing with him about how fast he was going when he's drunk.



Although an engineering marvel, the Jaguar In-line 12 had to be dropped in favour of the V



The Layman's Guide to  
**JAGUAR**  
Service and Restoration

# ***Bits and pieces***

Hello, my name is Gérard Guiot..

I own 2 TR3A 1959, one for the road and one for rallies. I am running a private website dedicated to the TR. I have hundreds of visits every week.

Several TR2/3 owners asked me what is the meaning of the frame unit (chassis) identification located on the front cross member. Usually the ID is Zxy with xy equal from 19 to 34.

After some research, I came to the conclusion that this frame unit ID was welded to the frame unit by Triumph (for the first 1.4000 frame units) then by Sankerys, Rubery Owen or John Thompson Pressings, the Triumph Standard subcontractors. Z is used for Triumph TR2/3, and xy for a certain set of characteristics of the frame unit.



I am doing actually a survey (I am sending hundreds of request to TR2/3 owners I know via my website).

For TR2 , I got some Z18 and Z19, for TR3 and early 1958 TR3A, I got Z28, for other TR3A it's Z29 (the most common as 1959 was the most productive year for TR3A), for post TS60000 and TR3B I got Z31, Z34.

My objectives is to find the relation between the Zxy and the serial numbers (consequently, the status of the TR evolutions/modifications such as Girling brakes, slit steering, ...).

Do you have some information about that subject? I could not find ANY information in my documentation (Bentley manual, Triumph manual, all Bill Piggott books, ....).

What is funny is that the drawing of the frame unit plate appears in the frame unit drawing in the Bentley and Triumph manuals!

**If you can help me, please reply to my email address below.**

I need mainly the serial number TSnnnnnn and the Chassis ID number Zxy, other information such as fabrication date, body number (EBxxxx ), ... are welcome.

When finished, I will publish the results.

Best wishes for 2015

Gérard GUIOT

Tel 00 33 6 80 98 86 40

e-mail : [gfr.guiot@wanadoo.fr](mailto:gfr.guiot@wanadoo.fr)

website : [www.trmentvotre.com](http://www.trmentvotre.com)



A couple of **interesting TR stories off the web** are well worth a look, if you haven't come across them already.

One is an electric TR250, painted in Electric Blue of course.

The other is a designer's car design based on the TR3, and it looks fantastic. Hopefully BMW, who own the Triumph brand(s) will do something like this one day.

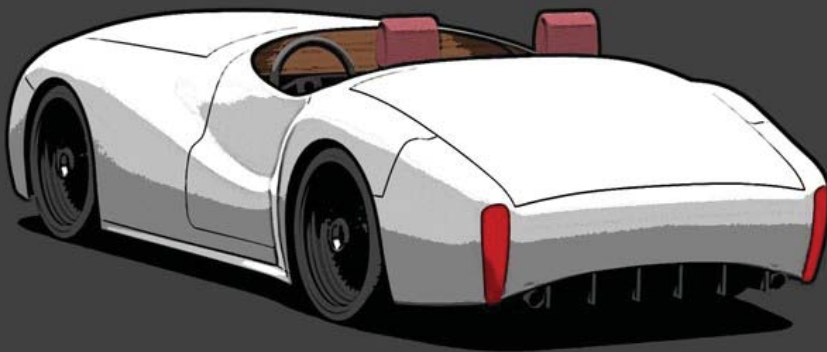
Go and have a look yourself for more information and photos.



[www.hemmings.com/hsx/stories/2014/03/01/hmn\\_feature7.html](http://www.hemmings.com/hsx/stories/2014/03/01/hmn_feature7.html)



<https://grabcad.com/library/helion-tr9>



# ***Bits and pieces, cont'd***

“On 1 July 2015, the **ACC levy component of the motor vehicle licence** (rego) is being reduced by an average of 45% (excluding motorcycles). To minimise the number of months your vehicle is licensed at the ‘old’ levy rate, you should consider the different licensing periods available, such as three or six months.” - NZTA advice

Contrary to the advice in a widely circulated email, re-licensing fees will fall in July not April. For some petrol cars the drop is about \$132, or \$11 a month with the cost of re-licensing virtually halved.

If a vehicle becomes due for re-licensing between now and June 30, 2015, you can take fuller advantage of the decrease, by not paying the full current fee for 12 months. Re-license only for the number of months from when your current licence expires, up to and including June next year. Make sure the renewal expires in July, not June, because if you re-license again in June, you will still be charged the current higher levy rates, not the much lower new fee.

While the re-licensing form invites you to select from 3 months, 6 months and 12 months, you can in fact apply to relicense your vehicle for any period you choose from one day to one year.

If it is your intention to use a heritage vehicle for a one-off special event it is possible to relicense it for only two or three days at a cost of just a few dollars, by using a “change the date of expiry” form. But if it is less than 40 years old and subject to continuous licensing, an application to put it back on hold must be lodged before the license expires or else an automatic three month fee is charged.

With the reduction in levies the ACC is introducing risk-ratings for the passenger vehicle fleet aged less than 40 years. That means levy reductions will depend on a car’s safety rating as determined by New Zealand and Australian crash data. For owners of the safest cars the ACC levy reduction will be 66 per cent from the current standard \$198.65 down to \$66.71.

But the majority of heritage vehicles aged less than 40 years will most probably be classified in Band One of the risk ratings and be charged a levy of \$156.71, little more than a \$40 annual saving.

Risk rating does not apply to vintage cars (aged 40 years and over), but they will enjoy a fixed cut in ACC levies from \$69.53 to \$37.42.

# CALENDAR PHOTO COMPETITION

## 2015

Thanks to all of you who sent in photos for the 2015 calendar. We received a good number and variety of photos, which was great. By now you will have received your 2015 calendar and hopefully agree that there are some beautiful TRs owned by our members. And excellent photography skills.

Congratulations to those whose cars were selected - your additional free calendar is with this edition of TRansmission. The winners this year were:

Rod Corbett.  
Bill Rogers  
Kevin Tinkler  
Les Seiler  
Morag and Trevor Cullimore  
Ian Greaves  
Peter and Diane Parker  
Jon Harrey (two winning entries)  
Nigel and Reatha Ackroyd  
Grant Burgess  
Dick Marshall



## 2016

The calendar will be produced again for 2016. As you will have seen this year, we have decided to move to the usual calendar year (a good idea for a calendar!), so it will be available in December this year.

That means **we need you to send us your photos again, and by the end of October 2015**. Winning entries will again receive an extra free calendar. (and members' grateful thanks)

The photos we want are of a car or perhaps cars (TRs only). While we enjoy each other's company, we don't think photos of members (with or without cars) is calendar material. But if you think we have that wrong, drop us an email with your thoughts.

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

There are no other rules, other than the usual that the judges' decisions will be final and no correspondence will be entered into. But we are happy to answer any questions or have your ideas on the calendar content, format, etc.

**Please send you photos to [editor@trregister.co.nz](mailto:editor@trregister.co.nz). Entries close on 31 October 2015.**

# The Registrar Reports...

- Nigel Hayman reports: *I was at a function recently and met a couple of retired farmers from Taranaki which is my home province. TR cars came up in the conversation and this retired farmer said that just down the road from where he farmed lived a guy by the name of David Morris and he has had a TR6 from new and for the last 40 years. It is in the back of one of his sheds with about 6 horse covers over it. Apparently David Morris bought it brand new from Newton Kings who were the agents in New Plymouth, did about 40,000 miles in it and then just parked it up in his shed. He is in his 80's and will not sell it.*
- Ashley Southgate advises that 'his' TR3B has a new home with Ross and Erica Cleland in Christchurch. Ashley also has his one-owner TR4A for sale – contact him at (03)612-6644
- Dennis Greenman advised of a possible 'barn find'. It's a 1955 TR2, black, motor out but has been rebuilt, body sound but in 'barn' condition. All parts are there. This car later confirmed in our records as TS7719-O in the hands of Andy Culpin (Race FX), having previously been with Vishu Singh in Hamilton
- John Batley had his newly-restored yellow TR250 (rego JB250) out and about in central Takapuna over the holidays – looking good with boot rack and chrome wires.
- The genuine TR8, once owned by Robert Johnston, has recently been for sale on TradeMe for \$26,500, later reduced to \$24,499, then \$21,999, then \$21,495...
- New member Peter Seaton from Tauranga has bought newly-restored TR3 TS21287. This car was in storage and partial restoration by Lyle Morgan of Masterton from 1979 through to 2010 when bought and completed by Lee Cook in Hawera
- TR6 T8589FC Engine CC83383UE is now with new member Mark Kramer, Arrowtown It was imported in 2010 by Peter Watkins
- TR6 MY1974 CR6349-O is now with new members Peter and Lauren Watkins, Outram.
- TR4A CTC68655-O Rego HEQ851 was sighted by Frank Cleary at Omaka Museum during the National Weekend. "A bit rough but complete". This car is new to Register records...
- TR6 CP53595-O, HL8589 was recently for sale on Trade Me for \$28,500.



- TR2 TS6455-O rego. AP7988 has been sold by Peter Broughton to Don and Lynne Yeaman, Wanaka.

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A further report from our 'resident' nomad Kevin Glover: *Travelling around Central Otago and passing through the small town of Naseby I got to talking to an owner of several early Austins that were parked on his front lawn. The conversation ranged over several old marques when he mentioned that his next door neighbour was restoring a TR6.*

*I immediately pricked up my ears and got as much information as I could before wandering next door trying to locate the owner. He had a big well-equipped workshop but unfortunately I couldn't raise anybody. Apparently the chassis is finished and the engine has been rebuilt and run on a dyno but there remains a problem with the manifolding and once that's sorted the motor goes in the chassis and then it's on with the body.*

*I note that he doesn't appear on our membership list but maybe you already have a record of him, anyway in case you haven't here's the little I know - Eric Swinbourn, Derwent Street, Naseby.*

*Eric also has a collection of motorbikes which I guess maybe his main interest, most seemed to be from the 80's - all performance bikes, some were displayed in a shop window on the main street and a few more in the back of his garage...*

+++++

*Delving into an ancient archive of Sales Technical Data for sidescreen TRs I read - and quote:*

*"The suspension systems vary according to the eventual destination market. Essentially, suspension systems are designated as Domestic and Heavy Duty with the latter being fitted as standard for export markets in developing countries - Africa, South America, Puerto Rico, Middle and Far East.*

*There are two types of Domestic suspension arrangement in which the spring periodicity varies. Again, periodicity is market dependent and as an example, cars destined for Canada and the United States use different periodicity units resulting in a slightly firmer ride quality allied to a marginally higher ride height, than units specified for the UK domestic and western European markets.*

*Front coil springs and rear leaf springs are identified by differing paint colour splashes and reference should be made to the appropriate Service Information Sheets and Spare Parts Data Bulletins to identify market suitability to displayed colours." (Jonmac)*  
*Any wiser???*

**Kevin Tinkler**

# TRansactions



## **One owner TR4A,**

Surrey top, overdrive, leather,  
new tyres, new battery,  
Phone Ashley  
(03)6126644.

## **1971 TR6**

Location : Albany Auckland  
Blue , Overdrive.  
Drives very well – Good condition.  
Imported by me 2010 from the UK -  
Very Reluctant sale

Price \$ 25 k ono

[bill@drainsurgeons.co.nz](mailto:bill@drainsurgeons.co.nz)  
027 499 7522

## **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.

## **WANTED**

### **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](mailto:chetwin@xtra.co.nz)

### **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](mailto:iwmac@xtra.co.nz)

### **2 SU carb needles - for my TR3**

size SM

Brian Cannons  
[mailto:cannons4@xtra.co.nz](mailto:mailto:cannons4@xtra.co.nz)  
09-4370141

**Members after the Waikato group's Dam Tour at Aratiatia Rapids,**



**Judges checking out rears**



**What green is that?**





# 2016 NATIONALS Dunedin

Thursday 25th - Sunday 28th  
February

