

TRansmission





Deserted cars while Canterbury and Top O' the South owners look at seals



Combined North Island members on the Mid Winter run.



TRAnsmiSSion

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FRONT COVER

**Waikato cars (one British
non-TR guest) lakeside.
Nice.**

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



“Winter is coming” Mainlanders and Wanganuians just might argue that winter is here, with a vengeance. Just as well that Murray & Stephanie Booth organised the North Island mid-winter bash a few weeks earlier. Now an established event on the TR calendar, Chateau Tongariro the 2015 destination. The TR8 was treated to a WoF and we ventured south into the mists. Never mind the cold I said, the heat coming through the transmission tunnel will keep us warm. Faint chance as the engine was preoccupied with keeping itself warm. Still it was a wonderful chance to experience the open road in the TR and most of all catching up with friends again. Roll on summer - the fingers might have thawed by then.

Sadly, Ian Bradley Commander RNZN (Ret'd) passed away last week. Ian was a wonderfully colourful sometimes controversial character. He was a local & regional body politician, businessman, and President of the Waitemata Vintage Car Club. I first met Ian when I called by to provide him with some information to help him with his TR4 restoration and was completely overawed by the collection of classic cars in his shed. Yes, there was an MG or two together with Austins and more than one Triumph among a collection that numbered in double digits. I knew I was in the company of an enthusiast when I spotted a canister of engine oil on the dining room table. Ian had purchased the TR4 new in England and shipped it to New Zealand where it was employed towing his Lotus Cortina race car to and from the track. Many years later he reacquired it and undertook a complete restoration. If you ever read his autobiography “Don’t Rock the Boat” you will understand the character of the man. He will be sadly missed.

The progress of Bills advancing through the select committee process and the various readings in the house as they progress into law is not something many of us take a lot of interest in. You might be aware that the progress of the Health and Safety Reform Bill has been delayed by the Government as a sanity check is undertaken. As I mentioned at the Forum in Blenheim the Bill, apart from intending to improve workplace safety practices and accountabilities of Directors, just may affect volunteer organisations such as our club. The Bill has now been further delayed and is not expected to pass into law until sometime during 2016. Meanwhile the Federation of Motoring Clubs is lobbying the politicians on our behalf in the expectation that they just might listen. There is a lot of scuttlebutt interpretations of the Bill about at present, until it reaches its final stages we will not know the implications of the intentions of the Bill and what affect it may have on our club events and accountability of the office holders. I will keep you posted as we know more.

Good news comes to those that wait, so they say. Club Secretary Alisdair Keucke acquired his first TR6 new and has always wondered if that car had survived. Searching records high and low nothing turned up, then recently a new member joined having purchased a TR6 that had been stored in a Christchurch shed for many years. You guessed it, read the Registrar's column by Kevin Tinkler.

Being in a slightly privileged position I have heard some of what the Deep South have planned for us at the 2016 Nationals. All I can say is that when the registration forms come out don't hesitate to register as it sounds as if it will be one of the best events yet. Ann and I would not miss it for the world.

Speaking of Nationals we are going to attend the TR Register Concours in early September, this time the event is being held in Noosa. It will be an opportunity to further the Trans-Tasman ANZAC TR relationship and to encourage attendance at our 2016 Nationals. I thought I might share a small snippet of the progress of the TR2 TS767SP O.

The TR Register Australia have been extremely helpful and a TR2 engine and nose panel will shortly cross the Tasman from the sunburnt country to the green one. The report on the chassis, after spending weeks in the bath, after setting up on the chassis machine was: there is good news, north/ south the chassis is in perfect alignment, which was the end of the good news. Oh well in for a penny!!

Frank

EDITORIAL TEAM *TALK*

It's our pleasure to bring you another edition of Transmission. It's not a bad time of year for a bit of extra reading, so hopefully what is in this issue of your magazine is enjoyable, informative, and maybe a bit inspiring (to get that TR out if you haven't recently).

The various groups around the country have been on the road and share their tales with us all. And there are some winter runs yet to occur which we will hear about next time.

And a special thanks to Dennis and Anne Greenman for their story on their first Nationals, a nice reminder for the rest of us on what a great time we had (or missed) in Blenheim and can look forward to.

Which leads us on to Nationals 2016, where the Deep South Group organisers are well into their task of planning the Nationals in Dunedin. There is some information in this TRansmission and you will have received communications by email (and on the Register website - trregister.co.nz). The weekend and the after-tour will be superb, so mark your diaries now and get your registration in early.

Another request - we are a little short of content for the magazine about technical matters, restoration projects, new cars, and anything else that you think you and your fellow members would enjoy reading. We've added our contact details below to make it really easy for you to send us a few words and photos to share in the magazine.

Don't worry about the format of what you write - we will sort that out at our end. And if you find something interesting TR related on the internet, just email us a link and we will take it from there.

Catch up again with the Spring edition in early October.

Stephen, Trevor, & Brian

Contact us at: editor@trregister.co.nz or 0274782246



Your Organising Committee is well advanced with planning the Nationals and we plan to continue with the basic programme structure of the last few years (*if it's not broken, don't fix it*) which has proved very successful.

Accommodation will be centred on The Mercure Leisure Lodge Hotel, known as Dunedin's Garden Hotel, a relaxed landscaped setting adjacent to the Dunedin Botanic Gardens, with some lovely walks there. There is ample off street parking available. If required there is overflow accommodation available at a neighbouring motel.

Beginning with Welcome and Registration on the Thursday afternoon, followed by a meet and greet and a casual evening meal.

Concours' competition on Friday morning, then leaving about midday for a Tour of the wonderfully scenic Otago Peninsula, a renowned Eco Tourism area, with a stop for lunch at an Historic Garden of National Significance.

Friday evening buses will transport us to a very special and unique location for dinner and an experience with a Scottish flavour. The theme will be 'a Touch of Tartan'.

On Saturday morning a day Tour will leave from the Hotel, with lunch to be enjoyed en route. We will travel via some of the scenic sights of the City to the Southern Beaches and Coastline, heading into South Otago and following the Clutha River West into the hinterland, travelling through rolling green farmland and then looping back to Dunedin City by mid-afternoon.

A Club Forum may be held at the Hotel later in the afternoon.

Saturday night involves a short bus ride to the Otago Golf Club, venue for the Presentations Dinner. The Club is recognised as the Oldest Golf Club in the Southern Hemisphere.

The final Tour will leave on Sunday, heading North, exploring parts of the Northern Coastline concluding in Oamaru for the farewell luncheon. Afterwards those not participating in the Post Nationals Tour will head homewards. The Post Tour entrants will have an opportunity to explore the Historic Precinct and Heritage buildings in Oamaru and possibly some will want to visit the Penguin Colony. They will stay the night in Oamaru.

The Post Nationals Tour will start on Monday 29th February and travel inland into Central Otago via the Macreas Oceana Gold Mine, crossing several times the Otago Central Rail Trail and stopping in Cromwell for two nights, with an opportunity to see and experience The Highlands Motorsport Park. On Tuesday a day Tour via Arrowtown, Queenstown, Lake Wakatipu to Glenorchy and return. On Wednesday the Tour will travel over the Crown Range to Wanaka, through the Lindis Pass into the McKenzie Country with its Lakes and Mountains, stopping for two nights in Twizel. There will be time to explore some great roads, Hydro Dams and the Power generation Canals and Salmon farms in the area. On Thursday a Tour to Mt Cook, time to visit the Sir Edmund Hillary Centre, maybe take one of the many short walks in this spectacular area, then return to Twizel. On Friday the 4th of March, all will head homewards.

The NW2016 Organising Committee and The Deep South Group extend a warm invitation to TR Register Members to join us next year.

Brian and Susan Hope

Convenors

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PTO for another perspective on Nationals 2016





NATIONALS "LADIES"

For those of you not totally enthralled by hanging over bonnets for hours, there will be plenty to do on the Friday morning when the Concours is being held!

For history buffs there is plenty to see in Dunedin.

You can wander around the University of Otago Campus or around the Octagon area in the City Centre. The Visitors Centre is also there and can help with booking tours and finding places of interest.

But don't worry if shopping is more your forte. Dunedin is well known for its fashion designers such as Annah Stretton, Tamsin Cooper, Charmaine Reveley and shops such as Plume, Hype and Paint the Town Red. The usuals are there too including Country Road, Esprit, Kimberley's, Dotti, Glassons, K & K and TS.

If you are more into the Arts, the Dunedin Art Gallery in the Octagon is definitely worth a visit and there are many private galleries nearby.

The Otago Museum is sited near the Campus and is exceptional. Their butterfly house is definitely worth a visit too and afterwards they make a sound coffee.....

Toitu, formerly the Early Settlers Museum, is also very interesting and tells the story of Dunedin "City of Mud", the gold fields and how the early settlers fared coming over in the first ships. It also has a wonderful nostalgia section where you can go "we had one of those!"

Right next door is the Chinese Gardens. These were built (rather expensively and controversially) in China and then disassembled and rebuilt here in Dunedin, brick by brick. It is a calm and serene space in the midst of the one way street system, the railway lines and the harbour side industrial area hugs its back.

After all that wandering, shopping and browsing there are many fine purveyors of coffee, tea and provisions. Some are famous student hang-outs like Modaks and The Governors. There are many others such as Every Day Gourmet, The Good Oil, The Fix, the notorious (for their fine cheese rolls) Little Hut downstairs off George Street, The Vogel Street Kitchen and Nova in the Octagon, to name a few.

Now that I think about it, don't you think you had better book to stay a few extra days or, better still, "won't ye come back, again"?

Jo Deaker



Deep South Group

Things have quietened down here in the Deep South. After all the excitement of the National weekend, things have got back to normal.

A small organising committee has been set up to get things up and running in preparation for the 2016 Nationals here in Dunedin. It is many years since we have had the chance to host the Nationals in Dunedin and as a consequence our membership is looking forward to showing off all the things we have to offer in our area.

Our next outing is the Annual Winter Curling Trip to Naseby. This weekend can be quite testing for entrants, cars and heaters. Each year we hear the promise being made, I'm going to get this "bloody" heater fixed before I come on another one of these winter tours and, you guessed it, come the next winter tour, the same people are making the same comment.

As for the Curling, this has become an annual challenge to attempt to master the art of getting the Stones where they are wanted. I'm sorry to say that the years don't appear to have shown great improvements in this art but we continue to enjoy attempting to do so. In spite of these minor problems, it's always a great weekend and gives open top touring a whole new meaning.

To the rest of NZ, enjoy your winter motoring.

Jane and Trevor

Waikato Wanderings



Greetings from the Waikato group.

Some of the Waikato group joined in the well organised tour around the Coromandel, and Chris Dakers placed this report on the run.....

Coromandel tour

You may have heard some detail already as Vishu was on the road on the Saturday and you would naturally know several of the participants of both days. I had reservations about the weather prospects but Steve phoned me on the Friday evening to see if I was still on the list so naturally I said yes!

The Saturday drizzle was annoying but at the Taste Bud Cafe, all drivers in soft tops were in good spirits and giving a good ribbing to Steve and Frank, who turned up in conventional 'station wagons'. Steve, as you know is a great entertainer and thrives on the company and interactions. Steve is to be commended for his well-organised plan and his organisation was spot on all the way.

The west coast side is always a fun drive whatever the weather, however Steve had no photo opportunities in the drizzle and low cloud. Coromandel turned on a good downpour while we were tucking into a beaut lunch at the Peppertree Cafe, lots of loud chat and good to get to know a few Auckland members. Ian, of the lovely black Webber fed TR6, had some interesting stories, he knows back road Paeroa well through his off road 4-wheel drive excursions.

As we left Coromandel we encountered the only break in rain all day, a ten minute window as we climbed the hill, which allowed us a photo opportunity at the lookout. The drive through to Kuaotuna brought the heaviest rain anyone had seen in ages, washouts, flooding, 2nd gear progress, but that eventually eased to steady rain and saw all cars speed up for a brisk drive into Whitianga. (I kept telling myself, it's the journey, the conditions are secondary).

At that point I carried on South, leaving the others to check in to motels and head for the BBQ, (which according to Steve was a most enjoyable food, drink and social experience). I had hoped to view interesting scenery on this road not travelled for several years but low cloud and persistent rain reduced visibility considerably so I just put my foot down on empty roads and really

enjoyed the drive to Kopu and home. The wipers stopped working at Kopu, (not a burn out, just tired so that's another job on the list).

Sunday sun and a coffee at Matatoki to meet the group again. After picking up Elisabeth and Tim in Paeroa, plus Keith in helmet & goggles in his gorgeous TR2, we had a good run across the swamp to Tahuna and up to Marianne and Dick's. I was initially awestruck as you can imagine, however it was an absorbing afternoon as I have had a long time interest in US engines and Dick had some interesting stories about his purchases. Big shed eh!

Indeed a great weekend for driving and spending time with pleasant, friendly people.

Chris

We attended the annual Triumph car club swap meet and Cazna organised the team and produced a great display on the day, Cazna's report of the day follows with some great group photos.....

Triumph car club swap meet

Another excellent turnout of TR's from afar afield as Tauranga and Auckland with 7 cars and a Lotus Europa. This event continues to get bigger every year. The swap meet was interesting to rummage through and the number of car clubs represented was amazing.



When we arrived we noticed that two of the Auckland members had been 'kidnapped' by the gate officials and placed with the Waikato Triumph Car Club stand. Cazna was quick to dash over and shepherd them back to the safety of our iconic TR banner and fellow TR owners and their cars. Syril the snake

draped over my TR6 went down well with the kids, and a few brochures about the Register were handed out on the day to people. A nice relaxed day to chat with the TR crowd and other keen car people.

Although we didn't walk away with any of the club display prizes, plenty of

people were interested in the cars and stopped to chat with the members and admire the cars. The day was also the 'unveil' of Merv and Kay Thorburn's newly finished TR4 which looked stunning in the sunshine.

Many thanks to the Auckland and Tauranga members that had made a very early start in order to join us – it really made for a great line-up!



Cazna

As a group we are getting real brave and are planning a winter meander in July. I will report on this next time

In the meantime,
Happy motoring from the Waikato Group

Peter.P



CAR...TOON CORNA

A banker is proudly driving his brand-new Jaguar sedan around New York City. On reaching his destination, he parks the car at the curb and gets out on the traffic side. Just as he opens the door, a taxicab slams into it, ripping the door right off its hinges. The cabby drives off as if nothing extraordinary has occurred.

A policeman who witnesses the whole thing walks up to the banker, who is now wailing loudly, "Ohhh myyy gaaawdd! Look what that idiot did to my new Jaguar!"

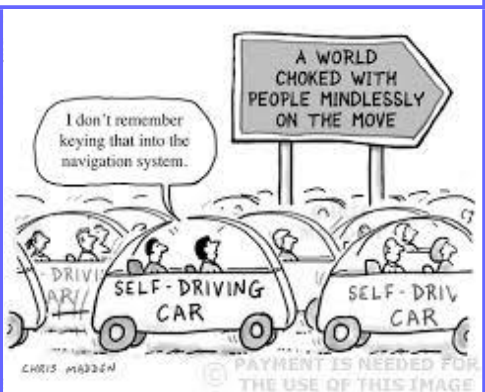
The cop looks at the banker, shakes his head, and says, "You bankers are so damn materialistic! Here you are whining about your expensive car, and you don't even realize the cab tore off your arm!"

The banker looks down at where his arm used to be and begins to wail loudly, "Ohhhh myyy gawwd, my Rolex is gone!"

A man in a Jaguar passes a Triumph TR that had broken down (most unusual) by the side of the road. Being a kindly driver, he stops and fixes a tow-rope to it and begins towing it to the nearest garage.

After 10 minutes of towing, a Porsche passes them at high speed. The Jaguar driver is not going to be outdone by a Porsche, so, forgetting that he had a TR in tow, slams his foot down and the Jaguar and Porsche indulge in a high-speed race down the road, the TR and its occupant trailing wildly about at the end of the rope frantically trying to attract their attention and failing.

A Police car sees them and gives chase. The Police driver radios back to Headquarters "Sarge, you'll never believe this, I've just seen a Porsche and a Jaguar neck and neck doing 150 mph - and a bloke in a Triumph TR flashing his lights, blowing his horn and trying to overtake them!"



City of Sails Area Report

Following the very full and busy first quarter, with the highlight of the National Weekend, this last quarter was going to be hard to get up for. Still, with the Hard Core keen and some of the other classic car clubs looking to invite us, there were definitely opportunities to enjoy our TRs.

The first good opportunity was to join with the Waikato Group on their Dam Run, up the Waikato River from Karapiro to the source at Lake Taupo, viewing the various dams on the way. The Booths and Bruce Baillie were the only Aucklanders to make it and enjoyed the drive immensely. Peter Parker from the Waikato Group will no doubt expand on the subject.

Since the end of January I had been working on another joint run with the Waikato Group, to and around Coromandel Peninsula, based around a visit to Graeme and Julie Duff at their new home in Whitianga. April 19th and the Saturday morning dawned very wet, and with my TR6 having wiper issues I left it at home (bugger) and went to meet the Booths and Ramages in my modern. Two TR6's and a ToyMota headed off in to what turned out to be a very wet day indeed. We five met up with members of the Waikato Group at a cafe just outside Thames, and following a refreshing coffee, and



Auckland & Waikato joint run

with our numbers swelled to a TR3A, TR4, 3 x TR6's, an MGB, a Lotus and a couple of moderns, we headed up the coast to Coromandel and a superb lunch at Peppertree Restaurant. It rained almost the whole day however, as we finished our lunch it cleared for our drive up and over the Whangapoua Hill, so we stopped at the top for a photo opportunity.

Next stop was Whitianga but not before we encountered some of the worst weather I had ever driven through. Even in the Camry it wasn't safe to be doing more than 15 - 20 kph, and I at least had a solid roof. All the roadsters were wet with Bob Birdsall and his wife wearing raincoats inside their 3A (you sidescreen owners are a Special Breed).

Dinner with the Duffs was an outstanding occasion, with Graeme and Julie the perfect hosts. Great company, great food (in abundance) and topped off with some home brewed Schnapps, Nice. Thanks Graeme and Julie, an awesome evening and much appreciated by us all.

Sunday was a much better day which allowed 'topless' driving and after meeting up with Dick and Marianne Marshall at Tairua, and a convoy run to Kopu for coffee and cheese at the Cheese Factory, we drove to Paeroa to meet up with more Waikato Group members. Keith Skilling in his TR2, Chris Dakkers in his TR6, and Ian

Macpherson in his Grinall swelled the numbers further for the run to Dick and Marianne's home in Morrinsville and the opportunity to view Dick's collection of classic American, Australian and English cars and what a collection.



Superb. Afternoon tea and a dozen and a half classics, then an awesome run home via the Tahuna Road capped off a memorable weekend. Thanks Dick and Marianne for opening your home to us.

Tuesday May 5th and our pub night was a couples dinner at Swashbucklers in Westhaven. A dinner shared with 20 likeminded people, enjoying fine food, and finer company. And just possibly a new venue for our first Tuesday pub night, Excellent.

The end of May saw the Register invited to join Club Lotus for a run to Thames and a visit to the School of Mining Museum, but once again the weather had the last say, and it was postponed. Oh well, it is autumn and we weren't to know that we were heading in to some of the worst weather in years.

Tuesday June 2nd saw the pub night held at Swashbucklers and we welcomed two new members to the Auckland Group, Chris Steibel whose Spitfire will soon be joined by a TR6 from Des Moines, Iowa USA, and Malcolm Deveraux who recently purchased a TR2. We welcomed them in our best Register way, with a couple of beers and some yarns from the road. Outstanding.

June 6th was the Saturday of the Mid-Winter Run to Chateau Tongariro, and I have received a report from Murray and Stephanie Booth which follows **over the page**.

Well that's it for another quarter, with my TR6 in the garage waiting on me to get inspired and sort out the wipers, and a few other necessary little jobs, it looks for all intents and purposes that I will be watching the other members enjoying their TR's from afar. Bugger!

Happy MoTRing

Steve Martin

City of Sails Area Report

TR Register Mid-Winter Run 6th June 2015 ***The Chateau best reached by TRs***

We thought we'd give you a review of our weekend.

The hard top came out of a 30+ year retirement to be cleaned and fitted onto the car in preparation for our trip to The Chateau....amazingly it fitted like a glove. After the wet weekend in Coromandel we both agreed it probably was going to be a good idea....would we be that lucky to not have any rain, I doubt it.

We met Richard & Chris in their Jag at the BP Papakura and headed off to Te Awamutu, where we caught up with Simon & Judy. After a coffee and a chat then on to the next stop at Whakamaru, where we picked up Frank & Ann, Kevin & Liz & Ian & Margaret (new members all the way from Kerikeri). A convoy was forming...then off down the western side of Lake Taupo, a great driving road, hardly any traffic no trucks at all to speak of, apart from the odd farm tractor.... to Turangi, for lunch at the Creel Café. This is a very small place, at the back of a fishing tackle shop, but they do great food, so we pre warned them about our group and they were happy to have us there even though it was a bit of a tight squeeze.

There we met up with Ian & Elizabeth & Duncan & Janine (new members from Tauranga). We also had some surprise visitors who came to have lunch with us at Creel Cafe, but couldn't join us on the rest of the weekend, Alistair Keuke (visiting Turangi), Rocky & Rebecca (Rotorua) and Kevin Blackstock (Taupo).



After lunch we said goodbye to those that weren't continuing on to The Chateau and headed off back to SH41 and then SH47 to a lookout over Lake Taupo for a group photo, then onto the Chateau for a 3pm check in....The Bruce Road above The Chateau was closed for all vehicles except those with chains and 4WDs so disappointingly no photo opportunities on the mountain. We did have some rain on this last stretch so it was hoods up for all bar Kevin & Liz (TR8) who revelled in true roof down style. On arrival at The Chateau we were surprised to find the car park full and on questioning the Concierge, all he could suggest was "roadside" parking. This was not in the plan or an option so on further investigation we were lucky to get undercover parking for 3 cars in the garage across the road, the rest finding little areas where we could squeeze another car in.

After checking in we planned to meet in the lounge around 5.30 for drinks then dinner at 7.30...however some of us started a bit earlier and by 4.30 most of the group were already in the lounge having a very enjoyable natter over a drink or two or being challenged by the full size pool table. Simon and Ian had obviously had a misspent youth as they seemed to do all the winning. Ray & Carol & Jonathan & Megan (who had driven from Wellington with the hood down in their

TR3) arrived and joined the throng in the lounge. We were slowly widening our circle of very comfortable lounge chairs as more and more of our group arrived and joined in. The last of the group finally arrived after being waylaid by the heated pool in The Chateau's basement, Graeme & Joy and Steve & Maree.

For those who arrived early in the lounge, were fortunate to be uninvited guests so to speak at a wedding that was taking place in The Chateau's lounge. There was obviously a Scottish connection as the bride was piped in by the pipes or was it the kilts that gave it away. Any way it was a very nice service conducted in a stunning setting in front of the Mt Ngauruhoe picture window in the main lounge.

Then on to dinner, where we were seated at three tables of eight so there was plenty of discussion going on around the tables. A very enjoyable meal was served from a fixed menu which seemed to cater to all tastes. After dessert and coffee it was back out to the lounge for after dinner drinks with people drifting off to their rooms as the evening progressed. We finally departed to our room around 11.30 leaving just one group of hardy souls still chatting.

We were the first down to breakfast next morning but were soon joined by Duncan and Janine. The rest of the group arrived in fits and starts so by 9.45 we were ready to depart. A final group gathering in the small lounge where instructions were issued for the final photo opportunity in the Tavern car park just down from the Chateau. We all gathered there with our TR's and had some good photos snapped of the cars and the group. The weather half an hour before had shown signs of improving as the sky over the mountains had cleared but by the time we assembled it had deteriorated again and the temperature had dropped a few degrees and it had started to drizzle so it was a hurried goodbye to all before we set off for home.

We travelled in convoy with Frank & Anne, Kevin & Liz until just outside Te Kuiti where we lost contact with them, the overtaking grunt of the TR8's couldn't be matched by our TR6. However it was a great drive home on a very scenic road and very enjoyable. What's more the hardtop didn't leak which made it even that much more pleasant, though its' coming off before we venture out again as driving topless is what it's all about!!!!

A big thank you to all the members who attended our mid-winter run, I hope you all enjoyed it as much as we did, looking forward to catching up with you again at the 2016 National Weekend in Dunedin.

Cheers,



Hawkes Bay Happenings...

Winter is definitely here, with a couple of falls of snow on the ranges and even a few flakes in Napier city on one occasion – a first for us. But we still get a few nice days and I have seen the odd TR out for a drive. We have 2 new cars in the Bay – a TR5 now owned by David & Jane Mackersey (ex Jim Wilson in Invercargill) and a TR4a owned by Paul & Susan-Jane Stichbury who have recently returned from Auckland and purchased a TR4a also from the South Island. We hope to see them in the Register soon and joining our happy TR group.

On the 3rd of May we had an End of Harvest run kindly organised by Ray & Carol Weir. A lovely autumn day saw four cars meet at The Coffee Club in Hastings for our usual coffee fix, Bevan's TR6, Joy's & my TR2, Hislops (alternative TR) and Weir's TR7. After a bit of



chatter we headed out into the countryside south of Hastings. Out Raukawa Rd, a nice twisty, undulating road, and paused at the top of Burma Rd. From here you get a wonderful view overlooking SH2 and across Poukawa wetlands and farming country, we so enjoyed the autumn



vista. We continued inland on winding and rolling country roads through Argyll East, ending up at the Tikokino Pub for a lovely lunch sitting out in the sun. Lots of discussion about future events and then time to meander home. A great day out, Thanks Ray & Carol.

The Chateau Mid /winter excursion. A fantastic venue for convivial meetings, lots of snug areas with warm fires, also spacious areas to spread out. The pianist tinkling away, would-be Pot



Cars in front of The Chateau

Black snooker players sharpening the cue! The odd glass of something to warm one's inside or the high tea enjoyed in the Claris Cliff cups. A great venue with class, culture and of course history. I bet if those walls could talk there would be some good tales! The most impressive TR's there were the hardy sidescreen drivers, we noted no side screen!!! Goodness talk about air conditioning Just what one needs with the snow, wind and rain!!

A stroll through the nearby trails with the clean bush aromas, the sound of the river rushing through causing a haze of moisture for the fantails to enjoy, a look up for a glimpse of snow covered Ruapehu as a parting of the cloud permits... what a way to start our morning. A hearty breaky, photo shoot, goodbyes and on our way back to the Bay with a spectacular run homeward in clear bright sunshine, dazzling Lake Taupo - a forever changing vista.

We would like to thank Murray & Stephanie Booth for taking the time to organise and motivate us all to be there and once again enjoy the TR.

Graeme & Joy

Canterbury Tales...

Activity in our neck of the woods has slowed down with the onset of winter. I see from the TV weather reports, that even the winterless North has had a taste of cold mornings and frost. It has been sad to see Wanganui suffer such bad flooding. It was just a few years ago at the Nationals that we were parked in our TRs, in the riverside park where some of the worst flooding hit. Our best wishes go to our friends and fellow TR owners in Wanganui, along with all the other residents affected by the flooding. The odd hard frost down here is nothing to contend with, compared to their situation.

Our major activity since our last report, involving cars, was an overnight trip to Kaikoura at the end of May. We had 14 cars and 26 people on the run, including Bill Rogers, and his partner Avril, from the Top of The South Group, who joined us at Kaikoura. We Cantabrians began our journey by meeting for morning tea at Pukeko Junction Café, just South of Leithfield on SH1. It was a cold and sunny day when a small group of us left Rolleston for the meeting point and we all had our roofs down for the journey North. It was 'bloomin' cold when we left Rolleston, but by the time we reached the café, it was probably colder! My head, which is sans locks, was so cold I had a headache and felt dizzy when I stepped out of the car at the cafe, even with my hat on and the heater on full (note to self: must get a woollen beany).

After a short stop for coffee we travelled up the main highway to Domett, where we turned right and headed to Gore Bay. The road to this lovely beach settlement is a loop that runs between Cheviot and Domett. After a short stop at the bay to check out the scenery, we continued on to Cheviot, and the main highway North. We again left the main road at the Leader Road, North of Parnassus, and headed inland for the small town of Waiau. I have to admit that the last time I travelled this road it was a bad experience. Denise and I caught a bus from Christchurch to Blenheim. The bus turned out to be a Toyota van, with vinyl bench seats that weren't quite wide enough for both our backsides. When we got to Cheviot we found out the main road to Kaikoura had been blocked by a major slip, and we were diverted through Waiau to Kaikoura, on this very

Phil and Tracey Bunn lead off from Waiau, in their gorgeous TR250



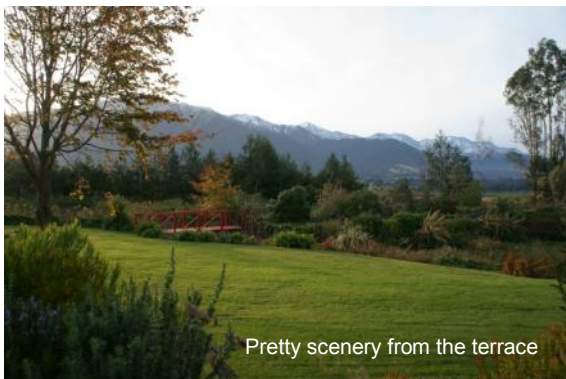
road. We spent the whole journey sliding off our seats on every bend, so it was with some trepidation we took the TR group on it. Of course, it was perfect for a TR. Just winding enough to keep you busy and not too winding that you couldn't keep your speed up. Even with the cold Autumn weather it was a great journey to what was our lunch stop, the Waiau Hotel.

The drive from Waiau through to Kaikoura is another lovely sports car drive, with the road passing Mt Lyford ski fields and returning to SH1 just West of Kaikoura township. It has some challenging sections in between that require your full attention, with some very tight turns which are in shadow most of the day in Autumn. So ice becomes a worry. Towards the Kaikoura end of the road there is a long, descending straight that allows you to 'stretch your car's legs'.

In Kaikoura we stayed at Donegal House on the North side of the township, where after the obligatory after drive drink on the terrace, in the very cold air, we retired to the bar for the rest of the evening.

The following day we set off up the coast towards Blenheim to visit the seal nursery. The Ohau stream is accessible from the highway just North of the well-known Ohau point seal colony, and a short walkway leads to an impressive waterfall and pool. From April to November the

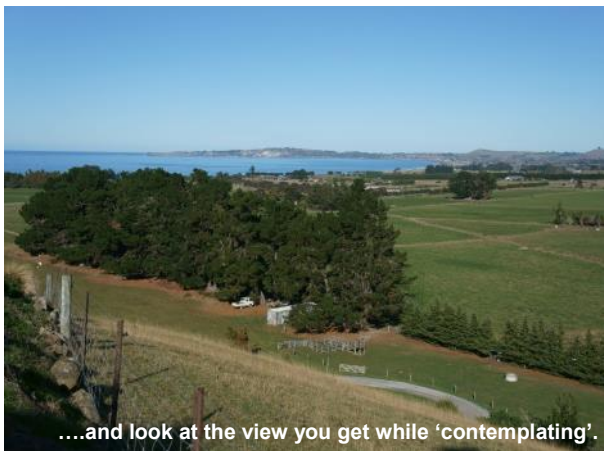
stream and pool are full of seal pups, which spend their daytime there, and make their way down to the beach for feeding by 'mum' in the evening. It is well worth a stop if passing. After this, we made our way back towards Kaikoura. Bill Rogers had arranged for us to visit an art gallery whose joint owner also has an interesting collection of cars in his garage, and as we found out, interesting stories about them too. The gallery and garage are set on the top of a small conical hill, that provides spectacular 360 degree views of the surrounding countryside.



The art gallery and surroundings, which are open to the public and are well 'facilitated', proved to be very picturesque, and some exploration around the buildings led to some interesting discoveries.....



Yes, it's the visitors loo...



....and look at the view you get while 'contemplating'.

After the gallery/garage visit we said goodbye to Bill and Avril, who headed home, and we made our way into Kaikoura for lunch at the Pier Hotel. This lovely place is situated on the shore line, with stunning views across the bay to the mountains beyond(see photo just below) .

I am being a bit parochial, but the drive along the Kaikoura coast is just about unbeatable in a soft top. We were lucky to have such good weather for late May, which made our trip even more fun.

Other happenings in Canterbury since our last report have seen the continuation of our monthly social gatherings, which continue to attract between 20 and 30 people. We have two new cars and their owners added to our Group; Brent and Coral Esler and their TR3A and Phil and Sarah Jerard and their TR6. We



have one of our members doing a restoration on a TR4 which was brought in from the UK – I am planning on getting a series of 'before and after' pictures of this car, along with some commentary on the work being done. Unfortunately, the owner is presently in hospital after having some surgery, so he won't feel like contributing to the magazine at this point.

That's all from us; time for me to start planning another outing with the cars. Happy driving everyone.

John and Denise

NATIONAL WEEKEND FOR BEGINNERS - BLenheim 2015 REVISITED

From: Dennis & Anne Greenman

This for us was our first trip to a National Weekend, and we were a little nervous about the trip. Firstly, it was to be the furthest I had driven the car (Auckland to Blenheim) Secondly, it was the National Weekend, what was in store for us?

We knew a few members from Auckland and Northland who were attending, as well as some from the Waikato Group, but apart from that we were heading off into unknown territory.

We had arranged to meet up with Murray & Stephanie Booth at the BP Service Centre at Papakura for the first stage of the drive down, through Taupo to Petone. Overnight there, before driving to the Ferry in the morning and the crossing to Picton and on to Blenheim.

The first part of the drive was reasonably uneventful, except for me nearly missing a turnoff at Mangakino, which saw one White TR6 do some amazing braking & cornering exercise (Wife not too pleased about that manoeuvre. Note to self: "Do not repeat this or I might be walking"). Arrived in Taupo and while heading for our Hotel a rather large Cheer went up from a nearby Cafe. This turned out to be Brian & Raewyn Cannon from Whangarei, with other members from Northland and Auckland who had made it this far already. Nice Welcome. Brian phoned us at the Hotel and arranged for us to meet up at Taihape the next morning for Coffee.

Day Two, and following a 'Good Night's Sleep' (paper thin walls) Murray, Stephanie, Anne & I



headed off. Travelling this day was good except for endless road works from Taupo to the Desert Road, some involving Lime being put down on the road! We stopped at Taihape as planned and were met there by the Cannons in their Red TR3 and Helen Ferner in her amazing White Doretti. Headed off towards Bulls in convoy, but not before striking another long wait for further roadworks outside Taihape, with more Lime on the road.

We reached Bulls and stopped for lunch and refreshments at the Mint Cafe, then refuelled for the next leg to Wellington. No problems with the car to date, with beautiful weather, top down, perfect driving conditions. Murray and I decided at this time to set off on our own as we were staying at the same motel in Petone, so bid farewell to the others.

On arrival at our motel we asked permission to wash our cars free of the dust and Lime from the roadworks, and I have to mention here the kindness of the moteliers,

who loaned us hoses, buckets and sponges, much appreciated (clearly they have had classics stay previously). While cleaning our cars a chap by the name of Ian Barlow, who was a member of the Lower Thames Valley Stag Club walked by. On seeing the two TR6's being cleaned he had to stop and ask questions as to what we were up to, and the nature of our trip. Murray explained to Ian about the National Weekend in Blenheim and that while Ian was heading North, going South to see an assortment of TR's was the way to go. "I knew the day would come to haunt me owning a Stag, when I really wanted a TR6" said Ian. He later put an article in his club magazine featuring Murray and my TR6's and how he came upon them.

Next morning up bright and early to beat the Wellington morning rush hour traffic, we reached the loading point for the ferry. It was of course the obvious place to see other members on their way to the Nationals, and so it was with Frank Cleary, Steve Martin and Ian Macpherson as well as others about to make the crossing along with us, and this just helped build the excitement for the coming weekend.



It seemed we were not alone in our travels with other classic car owners lining up for the crossing with us, a Sunbeam Talbot, Jaguars and a Capri, it seemed we were all on the way to somewhere. Cars safely stowed away it was off upstairs to find a place to sit out the crossing, and also have some breakfast. Headed for the cafe and found Frank Cleary lining up for breakfast and having a fight with the coffee machine. Must say it was Round 1 to the coffee machine! Wife asked me to take back something for her as she stayed in the lounge (Note to self: Greasy food not a good option, need I say more) Good crossing, met up with Steve (French Blue TR6) and Rodney his brother, who sat with Murray, Stephanie, Anne and me for the crossing. Annie feeling better now. Docked at Picton, then joined with the Booths and the Martins for the drive to Blenheim, via the Wairau River Winery for lunch. What a great start to the weekend, and it's still only Thursday.

So, Thursday afternoon at our motel we watched the grand procession of TR's pulling in. Gary and Heather Kingston (White TR6) and Jim Davis in his amazing White TR3A, but two of the quality cars and keepers joining us. The great insult of the day coming from the motel owner - Question being - "Did any of your cars leak oil?" British cars leak oil never! We became good friends with the Kingstons.

NW15 Registration and drinks was a great place to meet people from far and wide and discuss travel news. It was the first interaction we had with many new people attending the National Weekend. It was great, real friendly people keen to meet and discuss anything from Carburettors to the weather. We were going to have a great time.

At final Registration Frank Cleary announced that 70 cars in all had registered for the weekend. The town was awash with TR2, 3, 4, 5, 6, 7 and 8's and Doretti's of different colours and styles.

Friday morning and Frank provided the morning briefing for the first full day, which was on the directions to Omaka Museum, and the Concours. Well we must not have been listening very well (painted on ears) - Epic Fail # 1. 70 cars lined up in the Church carpark, causing the locals all kinds of trouble. Oops, OK so we were supposed to be parked in the field behind the Church. Sorry



Frank, and Sorry Locals of Blenheim. Anyway, procession underway and out to Omaka Museum and we all lined up in our respective groupings. What an impressive sight! No one got lost on the way, did they? - Epic Fail # 2. Read the instructions. Was it left at the roundabout, or right? But we got there in the end.

Meanwhile at Omaka Museum judging was taking place; we were offered a tour of the museum, a must if you are ever down that part of the country. An amazing collection of fully sized replicas, and some still flying WW 1 planes in amazing settings. Then across the way a Car museum full of Post WW 2 classic cars - all of which somewhere along the time in our progression to our current vehicles we would have driven.

Dinner that night was at the Clubs of Marlborough - what a dinner, great food, great company, and everyone enjoying themselves. Luckily this was within walking distance of our motels, no driving involved, so no one got lost. That is one thing I would have to say about Blenheim, that everything is within walking distance from our motels, Great Planning guys.

Saturday brought on the tour come rally organised by the Canterbury Group, and after briefing we were all formed up at the right place this time: the Church Carpark. With our Navigators and





instructions at the ready we left to explore the sights, sounds and tastes of the Marlborough. There were cars going in all directions, some of them right and some of them not so. The Chocolate Factory must have done a roaring trade, as everyone appeared to stop and purchase some treats.

Next major stop was to be Havelock, a lovely stop to stretch the legs and compare notes with the other drivers and assistants. From here on to Pelorus Bridge for a spot of lunch (Thanks Alisdair for the email saying we would need a picnic blanket, although it arrived a day late). This was a great spot for lunch, and again talking with the group and exchanging stories in the pleasant sunshine, it was great!

The return trip was via Havelock (with a dodgy question about how many wagon wheels were on the train there) up to the lookout above Havelock, then along the winding road that runs up the Queen Charlotte Sound to Picton, before going back to Blenheim. A great day of driving and enjoying the Marlborough region.

That night saw us all boarding buses to the secret dinner location, for the National Weekend Dinner and Prizegiving. The theme for the evening was 'Espionage'; and it was fun to see the many varied interpretations of this. We had most of the cast of "Allo Allo", there were a couple of dodgy 'Goldfingers', and some crazy Russians from inside the Iron Curtain. "Steve, you did return the curtains didn't you?". Anne and I went as Spy vs Spy, even complete with Le Bomb!!! Our compere Barry Ricketts not only provided an entertaining evening for the crowd but kept the evening flowing well, he really did a marvellous job.

Various awards were handed out, Ian and Rhona Ramage won the Rally (Black TR6). Murray and Stephanie Booth took out the Robert Johnston Trophy with their Magenta TR6, and much to mine and Annie's surprise we received third place for Standard TR6. Actually the Auckland Group did quite well - Ian Harris got the President's Award, Helen Ferner second in class with her Doretta, and the big one, Robert & Leigh Giboney winning the Master Class with their Damson TR6.

This capped off a brilliant night especially when the Whangarei members who were focused on the cricket, (NZ up against some other team, oh oops Australia) announced that we had won, by a solitary run. So following that announcement and the handing out of more prizes, well done Ian Harris for his contribution, it was music and dance time. At the end of the evening the buses turned up and it was time to go, but it seemed that if one group had their way the band would have played all night long.

The last day saw a small run out to the coast before a drive down to Waihopai and a wave to the boys there. Then it was off to lunch with all our new friends at Drylands Estate. More prizegiving then it was sad farewells as groups headed off home, or on the after tour.

I must say with the people I have met at the National Weekend, the friendliness of the people has been wonderful.

My wife and I will be back for Dunedin in 2016. Mind you, you've got some big shoes to fill after

Dennis Greenman



The Registrar Reports...

Peter Tapp in Palmerston North has rejoined the Register – welcome back, Peter and Gill

TR2 TS8478DL engine TS8896E rego DJ7647 ex A K McLennan, now in the hands of new member Malcolm Devereux, 127 Deep Creek Road, Torbay

From Stephen Rofe: *I went to Blenheim just before Easter and returned to Christchurch driving a TR7, more of an all-weather car than my TR2. The car was owned by a gentleman who had driven it rarely since the death of his wife 2 years ago. She was the previous owner and she bought it from her daughter when the daughter went overseas. The car has very little rust and seems to have been garaged most of its life (It's an Aussie assembled car), but has had minimal maintenance done lately, as non-essential bits broke and fell off they were not replaced or repaired. Hence I will be onto Spares as my next priority. Details (of the car) TR7 FHC with sunroof. INCA GOLD (FAB) 1998 cc Reg UK5838 Engine CL38349 UE Comm ACG36998 KF VIN 7A8HF 0B0 7963 97020 5 speed manual transmission*

TR2 TS6455 Rego AP7988 Red, now in the hands of new members Don & Lynne Yeaman, 10 Clan Mac Road, RD2 Wanaka 9382 (03)443-2730

TR8, rego TR8 back on Trade Me at \$18,000 at mid-June

TR4A CTC74299-O (ex Terry Byrne Nelson) appeared briefly on TradeMe mid-April at \$39,990, then 'withdrawn by seller'

Owner of TR4A CTC55336-O rego. ITR4AI identified by Blair McTosh of Christchurch.

TR6 CP76229 engine CP76133E rego GJ5482 now in the hands of new member Andrew Lee, 131 Eighty-Eight Valley Road, Wakefield RD1, Nelson 7095. One previous owner since NZ new. *"no rust on body; light surface rust to chassis; original paint in very good condition apart from faded black; interior OK, mileage unknown"*

TR2 TS7719-O for sale on TradeMe starting at \$6,000, sold for \$10,600 after spirited bidding..

TR6 CR1692-O rego. HJ4548 for sale TradeMe at \$18,750, withdrawn after 3 days...

TR3 TS30216-O engine TS30750E with new member Graham Street, owned since 1970. Overdrive, wire wheels; this car is new to Register

TR4A CTC59549-O (rego. DM4 - white) has been purchased by a Hamilton Register member. It suffered a heavy left-rear shunt in 1990 and has been in storage since. Hawkes Bay members may remember it in the hands of Dick Marks in the mid-80s...TR6 CC55957 Engine no. CC56901E royal Blue (56); rego Iowa 137SYK; with new member Christopher Stiebel, Parnell; Car ex Des Moines Iowa; *"not a lot of history available at this time, more to come; Car is complete but not running."*

TR6 CR395-0 rego GK6022 colour black; is now in the hands of new member Phil Gerard, Christchurch *"Car sitting in garage for the last 7-8 years. Faulty injector or metering unit. Some work to do, but a sound car."* Car was owned by Alisdair Keucke in 1973.

TR6 CR1692-O engine CR1543HE rego HJ4548 now owned by new member John McGarva, Rototuna, Hamilton. John is the third owner, the car has its original magenta paint and upholstery.

TR6 CC81853U Engine Number CC62127B owned by Ken Pfeffer since 2007, now painted damson and in final stages of assembly.

A heads-up for Stuart Neill in Dunedin (stulynneill46@gmail.com ph. (03)4727199, who was able to supply me with the correct RHD bulbs (with transverse 60/45 watt filaments - #416) for my Lucas PL700 headlamps. I've tried many sources over many years, but could only find LHD (#417) ones...

The picture below shows the FRE label attached to a 'Factory Reconditioned Engine' when the factory did just that, usually to replace engine failures under warranty. Ashley has the only one I've seen in this country.....



Kevin Tinkler



Top O' The South

THE TOP O' THE SOUTH REPORT

In last TRansmission I wrote of several outings in the TR3A; the pre-Xmas barbecue, the nationals and Collingwood, then three days later, the hospice charity car show. I'm pleased to report that opportunities to get out and about continue unabated.

LAKE ARGYLE & BEST LAID PLANS

March 22nd, and I teamed up with Marlborough branch of the Classic Motoring Society and headed to Lake Argyle. A picnic was planned, the Nelson chapter to join us for what should have been a combined get-together. We all know the tales of best laid plans, and this saga is another best laid plan gone astray.

On arrival at Argyle, we found the picnic area locked, courtesy Marlborough's dry conditions and fire hazard. We waited some time for our Nelson colleagues, but they never showed. We figured they'd stayed home. The forecast was not good. Conditions were menacingly overcast. The day cold. Eventually our group drove on alone, finding a secluded spot 10 minutes up valley from Argyle. We pulled off the road and dined amid native bush, within earshot of the rushing Wairau river, and away from the noise of highway 63.



The Nelson contingent had been on the road after all. We were blissfully unaware. They got lost, eventually driving straight past as we dined out of view. We finished our picnic and headed home. The Nelson lot ??? Well, they spent the remainder of the day anchored firmly in the Wairau Valley Tavern!

HOUNDED BY THE PRESS

The Marlborough Express had been chasing me since lead-up to NW2015. They run a regular column, "Out The Back," which concentrates on a different car and owner each week. Their theme is classic cars, unusual vehicles, or older vehicles with interesting stories to tell. They'd caught up with Brent Cameron some time ago, and graced their paper with a story on Brent's Doretti. Now it was my turn.

I avoided (and evaded) the reporter as long as I could. Eventually I was cornered. The newspaper man got his story. The 3A got its five minutes of fame..... pin-up for the week in a late April edition of Marlborough Express.

A SHORT JOURNEY FOR REST HOME RESIDENTS

I'd arranged an outing for residents of Waterlea Rest Home, and this took place on 10th May. Five members of the Vintage Car Club lent their vehicles to the cause. We duly piled a number of elderly folk into the more sensibly dimensioned vintage cars. Their Activities Supervisor was a lot more agile, so I tucked her into my TR. She was blonde, very attractive, and much, much, younger. To be honest, I didn't mind at all.

Our little convoy spent a couple of delightful hours together. We drove around Brayshaw Park, on to Omaka, and then to the hill suburbs, from where our passengers caught great views of Wairau Valley. When the outing ended, we shared a rest home afternoon tea. A nice respite from the routine of rest home life, and enjoyed by the participants. I've had a request for a re-run. We'll do it again next summer.

KAIKOURA, WEEKEND 23rd 24th MAY

The Canterbury Group held a weekend in Kaikoura, and John & Denise Jones thoughtfully invited the Top O' The South along. Without doubt, this was our highlight since Blenheim's NW2015 event.

Dave North was keen to accompany us south, but work beckoned. He lucked out. Brent Cameron had obligations too, celebrating a birthday milestone we later heard, and declined with much regret. Avril and I jumped at the opportunity and went.

Although predicted otherwise, the weather remained ideal throughout – cool crisp days but calm, with clear and sunny skies. The Seaward Kaikoura mountains, wearing their mantle of white from an early season snow dump, made a stunning backdrop to this spectacular stretch of coast. And, below the gaze of the mountains we did much. We struck up acquaintances and made new friends, we socialised and told lies, we wined (perhaps too much) and dined.

And, on the Sunday, our groups drove in procession to visit the seal pups at Ohau Stream, and then on to explore a motoring memorabilia display, an artist's studio, and an assortment of tame animals.....(think pet goats, donkey, sheep, highland cattle, etc.....) all accommodated on the same site.

We made our way back to Picton on Sunday afternoon, stopping half way, at Ward, for the essential coffee and snack. The weekend afforded a welcome opportunity to meet our southern neighbours and to establish and form links. Thanks Denise, John, and the Canterbury group, we had a fantastic time.



BACK TO SCHOOL

Queen Charlotte College approached me a few days ago. They were sounding out the possibility of borrowing my Triumph for a photo shoot. The seniors were organising a school ball, set around a James Bond theme, and thought my car would make an ideal photo prop. I argued that James Bond was an Aston Martin man, and, as much as it hurt my pride, I had to point out Mr Bond was never a Triumph devotee. The pupils wouldn't be dissuaded. The Triumph would do fine, and they were **SO** looking forward to having it in their photo line-up.



Their big day came and went. The TR3A was polished for the occasion. It sat under the flood lights. Pat Pascoe's Mark 2 Jag kept it company.

The students, resplendent in their ball-going finery, posed excitedly beside the cars. They posed in the cars. And they posed sprawled across the cars. The cars blushed. James Bond would have looked away in embarrassment.

HOUSEKEEPING MATTERS.

Congratulations to Nelson's Dave North, who's TR3A featured amongst the NW2015 winners. Nice one Dave. You've obviously set very high standards for us to follow.

Top O' The South group has a new member. Welcome to Andy Lee of Nelson, who recently acquired a TR6 and joined the Register. It's great having you on board Andy. I'm sure you'll enjoy the benefits of membership – it's a great organisation.

Andy has undertaken to provide a few words on the acquisition of his TR6, and to tell of the work he's doing to bring it up to scratch. He's already patronising our Spares service. We'll hopefully have something from Andy in the next issue of TRansmission.

And to those of you who have not seen it, there's a nice on-line tribute to some of our cars. It was written by the owner of Jester House Cafe following our stopping for lunch during the NW 2015 After-Tour. You'll find the article by Googling [a car park triumph](#). Take a look. It's an appealing read.

Cheers from Top O' The South,

Bill.

TIME FOR A FUEL STOP

The article below is replicated from an unknown source. The editorial team and the Register make no recommendation (and of course accept no liability) on this subject. Perhaps members who are well informed may wish to share your knowledge with members in future Transmission issues. What octane rating is best? Is bio-fuel suitable? Should we make our own fuel from our beer by-products?

"A Morris Eight owner thought he would take advantage of the lower cost of topping up his tank with the cheaper 91 grade petrol provided by Gull around the Auckland region. Being a touch pernickety about keeping his motor tuned to perfection, he uses the traditional combination of sparking plug colour, exhaust pipe colour, and fuel consumption to assess correct mixture. So during one of his regular inspections he was somewhat horrified to find the spark plugs almost white with aglaze akin to porcelain on the electrodes.

"Prior to his next long run, he filled up with BP 91 and back home he rechecked the plugs of the Morris, to find their appearance normal again.

"Already aware of the damage ethanol can do to older cars, he has avoided the blue ethanol-blend 98 octane pumps at Gull service stations. But he did not realise ethanol-blended 91 octane petrol branded as Gull Regular Plus was being sold at fifteen service stations in the Auckland and Waikato regions. "Our Morris owner should be grateful it was only his plugs that became glazed and not his eyes as he contemplated the cost of repairing the damage a taste of ethanol might have wreaked on his prized classic.

"While most modern cars are manufactured to run on ethanol-blended fuel, this is not recommended for older vehicles, or any engine with a carburettor. Likely damage to the fuel lines and carburettors of vehicles built before 1986 can include corrosion, leaks and blockages, and other potential effects can include fuel starvation, weak mixtures and engine damage.

"Various elastomers, polymers and cork commonly used for sealing purposes in earlier cars can swell, shrink or leak as a result of exposure to ethanol. It also has acidic corrosive effects on zinc, brass, copper, lead-tin



coated steel, and even aluminium in sufficient strength."But not only can ethanol-blended fuels do corrosive damage to various parts of older cars, they also affect the drivability. In hot weather older vehicles running on ethanol blends can prove hard to start or run roughly after a long run due to vapour lock or carburettor foaming, so the engines run too lean or too rich. Ethanol blends can also make cold starts more difficult.

"Though the earlier Labour Government initiative to make biofuels compulsory was repealed by the present administration, the availability of ethanol blends is still likely to expand in New Zealand. The AA reports that Gull has recently withdrawn the E10 91 due to supply constraints, but 98 grade ethanol fuel is still being supplied throughout the North Island, and Mobil is also selling ethanol-blended 91 and 98 octane fuel at some sites in Wellington and Manuwatu.



"While any fuel sold with more than 1% ethanol is required to be clearly labelled at the pump, this information can be easily overlooked. So owners of older vehicles should be carefully checking the labelling displayed on the pump before filling up.



"The FOMC has also received still unconfirmed reports that ethanol has been found in petrol in other parts of the country. Owners experiencing unexpected deterioration in the performance of their vehicles should investigate whether the quality of their fuel is a factor. The AA's advice is for motorists to check ethanol compatibility for their car and if unsure then avoid those brands which sell biofuels."

Sobering stuff. Care is obviously required for those of us still running "elderly" vehicles on our nation's roads.

TRansactions



One owner TR4A,

Surrey top, overdrive, leather,
new tyres, new battery,
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1971 TR6

Location : Albany Auckland
Blue , Overdrive.
Drives very well – Good condition.
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Rego on hold but would get up to
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Offers around \$7,000.

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*The Editorial team at Transmission
and the Register's webmaster are very
keen to help you buy the car you
want, or the parts and accessories to
make your existing car everything you
want it to be.*

*If you've got a car or parts to sell,
Transmission magazine and the TR
Register NZ website are the ideal
places to let the TR world know what
you have to offer.*

TRansactions

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

TR4-6 door skins

Does anyone have a set of TR4-6 door skins they no longer require in the corner of their garage ?

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

TR6 - Front Left Flasher Lamp Assembly

Either just the body or the Complete unit
Part # 215246

Phone **Julian Jones**
021 879 306

2 SU carb needles - for my TR3

size SM

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

The Editorial team at Transmission and the Register's webmaster are very keen to help you buy the car you want, or the parts and accessories to make your existing car everything you want it to be.

If you've got a car or parts to sell, Transmission magazine and the TR Register NZ website are the ideal places to let the world (or those interested in the TR world at least) know what you have to offer.

Contact details are shown at the top of P2.

A bit too chilly to properly enjoy a vino - but giving it a go



Mother Nature's work is enhanced by Triumph - Canterbury cars near Kaikoura



THE 30TH ANNIVERSARY TRIUMPH TR7. ITS HERITAGE IS PRICELESS. ITS OPTIONS ARE FREE.

**OVER \$900 WORTH OF OPTIONS, FREE.
WHILE OUR ANNIVERSARY CELEBRATION LASTS.**

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You get an AM/FM stereo radio with a cassette deck. A steering wheel (made in France) that's richly padded and covered in black glove leather. A sleek chrome luggage rack. Very racy striping. Wheels specially fitted with polished aluminum trim rings and hub caps.



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Of course, next year the decision will be sound, too. This hot little car, stripped of all those extras, is pretty complete as it is. It's got rack and pinion steering, MacPherson strut suspension, an engine perfected by countless races and a shape that sets it apart. And high above.

Come in to a Triumph dealer and be a part of our 30th anniversary. You can be the owner of a sports car with a history that money can't buy. Equipped with over \$900 worth of options that your money doesn't have to.

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Leonia, New Jersey 07605

For the nearest Triumph dealer call 800-447-4700; in Illinois call 800-322-4400.