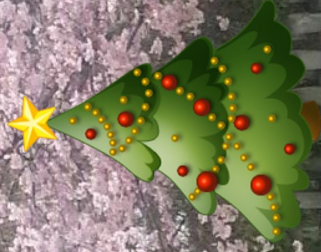


# TRansmission



*Merry Christmas*

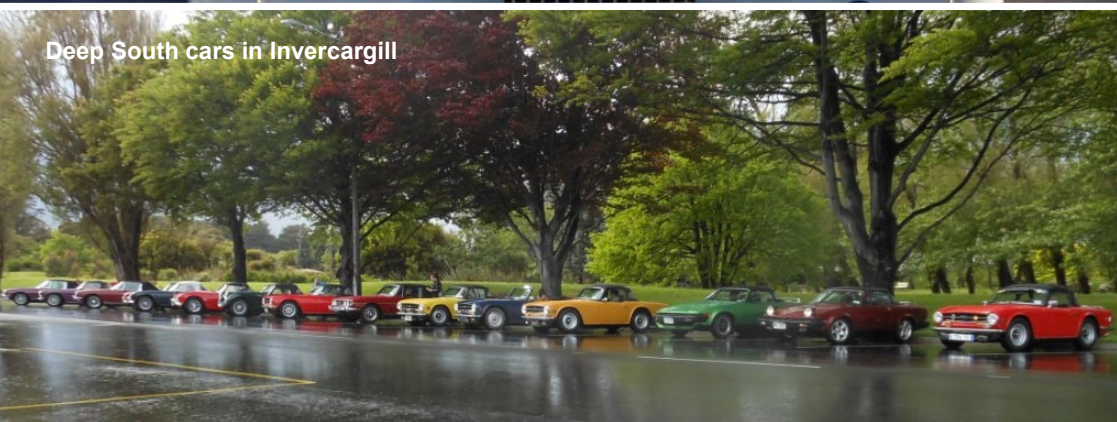
Official Magazine of TR Register of NZ

#165 December 2015





Deep South cars in Invercargill



# TRAnsmiSSion

## CONTENTS

Top Torque	3
Editorial Team Talk	5
City of Sails	6
Waikato Wanderings	8
Wellington Wafflings	9
Register Annual Report	10
Deep South Group	16
Canterbury Tales	22
Hawkes Bay Happenings	26
TR International Weekend	28
Tech Bits and Pieces	31
TR6 - Hair on your Chest	34
The Registrar Reports	37
Top O' the South	39
Spares News	42
TRansactions	43

## FRONT COVER

**This is what Spring in the Hawke's Bay looks like. Very nice.**

**Another great photo from Graeme Thomas - thanks Graeme.**

*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**

Alisdair 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 (09)378-9295 TR7V8

**For all enquiries regarding spare parts,  
contact : [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  
0273342063 TR6  
[auckland@trregister.org.nz](mailto:auckland@trregister.org.nz)

### **WAIKATO**

Peter Parker  
0277107635 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  
[nelson@trregister.org.nz](mailto:nelson@trregister.org.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



Last Sunday I was driving the TR in a convoy of Triumphs along the Mission Bay waterfront and in-between avoiding all manner of fitness fanatics and cyclists I could not help but notice people stopping, pointing, waving, smiling, photographing and generally admiring this group of old school drivers proudly promenading their Triumphs along one of Auckland's busiest waterfronts. We do turn heads it seems and the subsequent annual Triumph display saw many interested individuals and families visit the venue. It just reinforced to me the considerable interest in classic cars throughout the community. So take a bow - your interest is admired by many.

The President's Annual report is published within this worthy edition of TRansmission and records many of the happenings but more importantly attempts to recognise those that step up and provide the organisation and leadership within the club that we all enjoy. The AGM was held at the Horse and Trap in early November although the turnout was limited in contrast with the previous year.

Ian Harris and Trevor Hynds were re-elected for a further term, I would like to record my thanks on your behalf to these two chaps for accepting their nominations. Both have a strong workload with the portfolios of Spares and Treasury which can be very time consuming.

In contrast with the surplus last year this year has seen a deficit posted. This can be attributed to a combination of the increase in the Nationals subsidy, spares write down, and a spares shipment landed just prior to the end of our financial year. However, spares trading was generally down on the previous year. As this is one of the important income streams I would like to recommend we support the spares service to a greater degree this year.

Kevin Glover has decided to go walkabout for greater periods in the coming years and has extended the wanderings to that red island to our west. Kevin has managed the spares for at least 10 years or so

responding to all requests for those necessary items that keep the TR mobile. Many of you will have found installation information with your order as Kevin sought to provide added value. Again I would like to recognise and thank Kevin for the time and effort he has put in for us all over the years.

With Xmas around the corner I was giving serious thought to the hints I needed to drop to the family that would just make my day. I was sitting in the TR8 at the time on an Auckland motorway that doubles as a carpark in the morning commute hours. It was raining and the ever present drips from the hood seam above were somewhat irritating. Just at that moment, as if by intervention on high, an email from Rimmers declared that they had a TR8 hood with my name on it in their winter sale.

So some not so subtle hints are being dropped among the family and anyone else that will listen for that matter. I'm sure that like me, many of you are contemplating just how you will be getting a similar message out there.

With the Dunedin Nationals on the horizon we are looking forward to what will be a fortnight TR holiday as I'm sure will many of you. Let's show our support for what is going to be a wonderful event where we will experience that deep south hospitality - book now.

Merry Christmas to you all. We look forward to catching up in Dunedin in the new year.

Travel safe.

Cheers

*Frank*



# ***EDITORIAL TEAM***

---

## ***TALK***

---

Well, 2015 is nearly over, as we look forward to time with family and friends, firstly for the Christmas festivities and then, for some of us, the holidays that follow.

We hope it's been a year that's been positive for you and those close to you.

From the reports in TRansmission, there have been a good number of you on the road with your regional groups over the last quarter and we will all enjoy sharing your experiences, at least in written form and from the photos.

With this magazine you will also have received your TR Register calendar for 2016. Thanks to all those who entered photos in the calendar competition and congratulations to the winners. We hope you enjoy your prize of an extra free copy of the calendar. The winners will be profiled in the next magazine - can you identify them from their cars in the calendar?

This edition includes a copy of President Frank's annual report, and for those of you who read such things, the Register's financial statements for the year to 30 September 2015.

The editorial team are supporters of the Register using some of its significant funds, in a responsible way, to provide extra value to members and we congratulate your Committee on the decisions it has made in that regard. Some of the cost of those decisions is clear in the financial statements.

Have a most enjoyable Christmas and New Year - time with those who are important to you, time to take a break from the normal activities that fill your year, and time making the most of your TRs.

*Stephen, Trevor, & Brian*

**Contact us at: [editor@trregister.co.nz](mailto:editor@trregister.co.nz) or 0274782246**

# City of Sails Area Report

"Greetings to the faithful", the believers in the marque and those charged with keeping alive a part of English automotive history. I am proud to be one among you all. The quality of the cars that I see turn out event after event is a credit to you, the keepers, and I don't think we celebrate that enough or recognise the efforts made to achieve the level of quality we see and enjoy. We, your committee, have been discussing this over the last few months, with our National Weekend Concours event in mind, and I'm sure you will be happy with the changes we are suggesting to that event in order to see those quality cars celebrated. Dunedin 2016, can't wait!

We, the 'hard core' in Auckland, have been out and about enjoying the marque, and the change in the weather, with events in October and November being regulars on the TR Calendar. October saw the running of the 'Isadora Duncan Rally' once again, and once again Stephanie & Murray Booth set the run for us all to enjoy. I say 'us all' because I got to navigate my way round the run while Linda took the wheel of our French Blue 6, and she did a fine job of the task while I have a totally new respect for the navigators amongst us.

As a shared event we had invited members of the Auckland Triumph Car Club and Club Lotus to join in, and the result was a fine mixture of English machinery, with a couple of European and a Japanese modern making up the numbers.



A fine mix – TR2, TR4, TR5, TR6 and TR7V8's, joined by Doretti and Lotus along with moderns, making 16 cars on the run.

What began with a light shower of rain en route to the start, improved throughout the run and we were blessed with top down motoring for the entire event. After a coffee or hot chocolate at Habitual Fix and distribution of instruction sheets, followed by the almost traditional 'picket fence' tie breaker, teams headed off from East Tamaki through Whitford Park, Clevedon, Hunua and Bombay, skirting Pukekohe before finishing up 1.5 hours later at the historic Tuakau Hotel for lunch.



**Helen Warner Doretti followed by Kevin Tinkler TR4, at Bombay Hills**





The cars made a fine sight parked outside the Hotel, and once lunch and drinks had been enjoyed the prizegiving got underway.

Overall Winners – The Billing Family (ATCC) Peugeot Wagon

Scavenger Hunt – Robert & Stella Johnston TR5

The Isadora Scarf for highest scoring car with Wire Wheels – Robert & Stella

November saw us join with ATCC for their Show n Shine at St Heliers Bay, under overcast skies. Following the usual convoy along Tamaki Drive we set up camp on the green at St Heliers and almost straight away the public began to meander across for a look at TR's, Stags, Heralds, GT6's, Spitfire's, Saloons and a couple of other Standards. A great mix of the best of Triumph with eight TR's in attendance.

A nice line up which includes the Red TR6 of Brian Sadgrove, on its inaugural outing following a 6 Year build .... Nice!

Although we had a short cloud burst around midday it didn't hinder us having another fun event.

When the Trophies were handed out for the TR's it looked like this –

TR2/3/3A Jan Hendrix TR2

TR4/4A/5 Robert Johnston TR5

TR6 Murray Booth

TR7/8 Frank Cleary TR8

Car of the Day Murray Booth TR6

As this report is due before December in order to get out to the membership this side of Christmas, I can't report on firstly our Tuesday night dinner with partners at Citizen Park (20+ attending) or our Pre-Christmas breakfast run to the Cider Shed in Warkworth with HRCC, TACCOC, Club Lotus and the TR Register, but you can be sure we will enjoy them all.

We have also been invited to join Club Lotus for some fast track driving at Hampton Downs, and ATCC on a run to the Classic Car Museum in Hamilton. All in December, and you can tell from that the season of fun is upon us all. I hope you too are out and about and enjoying the opportunity to drive those beautiful Triumph Sports Cars.

On the membership front we have had a couple of prospective new members buy TR's in our Group, with Wayne O'Brien buying a TR6, and a good mate of Nigel Hayman buying a sharp looking TR3A (see photo below) following the Brits At The Beach weekend. (PS – Nigel's other car was voted Car of the Weekend, a very nice Lotus).

As we head towards the National Weekend in Dunedin the weather is on the improve, the covers are coming off, and we are all enjoying the great opportunities to be out and about. This Christmas make the most of the chances on offer,.

Be Safe and Happy MoTRing.

*Steve Martin*





# Wellington Wafflings...

It's been a quiet Winter and Spring in Wellington, with most local TRs staying tucked up in garages rather than being taken out into the extended Winter conditions that seem to have eaten up most of Spring.

A small group of local optimists nevertheless went ahead and scheduled a run to the Wairarapa for November 28th. We were rewarded with a fine day, light traffic on the Rimutaka Hill and a superb barbeque lunch at the Whewell retreat, nestled under the Tararuas in the Upper Waingawa Valley.

Your correspondent's TR being in a condition not entirely compliant with the law (i.e. no wof), I volunteered my services as navigator for the day to John Hill, in his red TR2. This worked out well except that it seems that every time I sit in the passenger seat of someone else's TR it develops a misfire. I'm not sure why this is, and none of the other bush mechanics present had the answer either, so John has yet to track down the gremlin responsible.

Apart from that it was an excellent day out with great company, great food and great countryside. Here's looking forward to Summer!

On a sadder note, Grant Simpson, Ken Pfeffer and I recently attended the funeral of our mutual friend and well known TR register identity Peter Tapp. Many of you will remember Peter's lovely Valencia blue TR5, his even more lovely wife Gill, his outgoing personality and above all his enthusiasm for every project he undertook.

I first met Peter at the 2001 National Weekend in Bulls, which he organised. It was my first time at a National Weekend and I couldn't have wished for a better introduction to the Register.

Peter was one of those people whose enthusiastic participation improved every event he attended. His presence was missed when he gave up TRs for a BMW and a motor caravan. I understand that he recently realised what a terrible mistake this was, and so rejoined the register and began to look for a suitable car. Sadly for us however, it turned out his company was required elsewhere. I will certainly look forward to catching up with him again when we meet at the big National Weekend in the sky.

The rest of you I hope to see in Dunedin.

Johnathan



# **TR Register New Zealand Inc.**

## **President's Annual Report**

November 2015

November is the month the club AGM is held and 2015 is no exception. As President I am pleased to present the Annual Report for the 2014/15 year.

Perhaps it is worth recalling three of the TR Register objectives identified in our Constitution;

The preservation and promotion of the Triumph TR Marque by provision of relevant services, activities and investments.

Maintaining an historic register of Triumph TR cars and derivatives in New Zealand including past and present owners.

The fostering of amateur motoring and sporting events, social functions and outings through the co-operation and interest of like-minded enthusiasts.

I believe we successfully meet these objectives by providing a spares service, keeping track of the TR cars in the country and most importantly, under the able leadership of the Group Leaders and the enthusiasm of the membership, foster the important social side of our club activities. That the club continues to be a success is down to you all, 2015 has been a successful year again so to recap.

### **Membership**

The membership has hovered around the 290 mark this year and as I have observed in the past we generally anticipate we are able to attract approximately 300 so we are there or thereabouts. Sadly during this year Ian Bradley and Peter Tapp passed on, both men had a history of TR ownership going way back and their comradeship and experience will be missed by us all. Our thoughts are with their families and we are privileged to have known them and shared their passion for the marque. At the last AGM there was discussion on the topic of attracting a younger membership. This is not unique to the TR Register as it is a question that faces most classic car clubs. You will have read my views on the topic, there is not one solution. Regular representation in the print media, attending classic car displays, fostering interest within our families and encouraging new owners to join the club are some of the options that I see. This is a continuous activity and one excellent example is that during October Cazna and Steve Paine featured in an excellent article in the NZ Herald motoring supplement "Driven" along with their TR6. It was a wonderful exposure for the marque in a publication with nationwide distribution. This is an excellent example of how we can all contribute to promotion of the marque.

### **Website**

We set a goal to move the membership database to the website in 2015 and as I have reported in TRansmission the task is complete. As members we are now able to access the membership database instead of relying on long out of date printed editions of the membership list. 2015 membership renewals were emailed to members from the database and not surprisingly many bounced as the recipients email address held were not current, rectified by resorting to traditional snail mail. I anticipate that next year you all will have updated your contact details in the website. My thanks go to Alisdair Keucke, Brian Sadgrove and Trevor Hynds for their work in making this all happen.

The other website goal for 2015, a compilation of website technicality links has progressed slowly. Having said that there are a number of very good links that have been listed. In order to

progress this during 2016 if you know of or come across good links that will assist our members please email Brian who will post it for us all.

### **Regional Groups**

Bill Rogers stepped into the role of Marlborough/ Nelson Group Leader in 2014 and has made a very good contribution in revitalising what is a very large geographic region. Bill is extremely enthusiastic and outgoing often seen participating in charity events, his contribution to TRansmission has been much appreciated. I am copied in on the mailing list of most of the groups and I can attest to the fact that there is a continuous variety of runs, displays and social events organised up and down the country by the group Leaders and their helpers. As I mentioned in my introduction, the success of the club is down to the Group Leaders and all those that organise and support events. I ask that we continue to support the events and thank you all for making it happen.

I would like to issue one small challenge and that is to encourage groups to advertise their events on the website and then post images following the event. It will promote more use of the website and is a very good way to promote the social side of the Register.

### **NW15 Blenheim**

Blenheim, the venue of the TR Nationals, saw a wonderful turnout of members boosted to some degree by an increase in the Cook Strait crossing subsidy which saw more than 30 North Island participants making the crossing. The logistics of organising an event where we do not have many members lead to the organisation being shared between Auckland, Wellington and Christchurch Groups. Not forgetting Bill Rogers who was appointed Nelson/Marlborough Group Leader late 2014. That the organisation ran so well is down to Alisdair Keucke, Ian Harris, John Jones and the Christchurch Group together with Grant Simpson and Steve Brettell who put together the runs and social gatherings so successfully. The weather gods smiled all weekend promoting top down experiences of the scenic Marlborough region. The Nelson Jazz Club Big Band featuring Dave North on Saxophone together with many imaginative participants in the espionage theme on Saturday evening contributed to what was a very lively event.

Organised by Lyn and Val Scott, the four day after tour saw us journey through the region to Collingwood, the jumping off point for Farewell Spit. The tour struck the right balance between organisation and encouraging people to do their own thing. A big thank you to Lyn and Val for very successful relaxing and enjoyable event.

### **Concours 2015**

The Omaka Aviation Heritage Centre and the Omaka Classic Car Collection created a parallel event during the Concours judging. We are a competitive bunch and each year it is evident that some members lavish much care and attention improving their TR in the interest of increasing their chances of winning. Looking at the results the majority score within the 70 to 90% band which indicates our fleet is well loved by their custodians. My congratulations to the winners and thanks to the judges without whose knowledge and experience we would not be able to hold a Concours. Thank you for supporting the Concours event by your participation. The competition has been running in its present form for many years and the committee is taking the opportunity to review the Concours and Pride of Ownership competitions to introduce improvement and streamline the judging to contain the event within a 2 hour slot. Once settled the changes will be both emailed to you all and posted on the website.

### **Transmission**

Transmission is delivered to your letterbox quarterly, seemingly without fuss. The Editors toil endlessly to achieve this, encouraging and cajoling us all to contribute copy for the readership to devour. My thanks to the Deep South team of Stephen Higgs, Brian Hope and Trevor Payton for making it all happen as they have now done for quite a number of years. The Committee has agreed to the Editors recommendation to print the Transmission in full colour. In the past the issue immediately post the Nationals was full colour, now you can anticipate full colour each and every



issue. It is worth remembering that all issues of TRansmission are published on the website, handy when you need to refer to an issue which you just can't recall where you put it.

### **The Registrar**

Maintaining an historic register of the cars and owners is a prime activity of the Register. Kevin Tinkler maintains the record and relies on us all (plus Trademe) to ensure the records are kept up to date. By providing Kevin with details of, or copies of our ownership documents or Heritage Certificate adds to the record. From time to time TRs that we were either not aware of or had dropped out of circulation surface which makes the Registrar's column in TRansmission interesting reading. My thanks for Kevin for remaining committed to the role.

### **The Committee**

The committee meets every 6 weeks or so. This is an opportunity for members to report on special projects they are responsible for, review the financial report and deal with the general business of managing the club on behalf of the membership.

Vice President Ian Harris. Ian's primary role is managing the spares service. I would like to add here that each year I have the privilege of determining who might be a worthy recipient of the Presidents cup. This is awarded for sustained contribution to the Register and this year Ian Harris is the recipient. Ian is the parts guru, organising the club and private indents, and this role also requires Ian to travel across Auckland each week to collect all the orders we place and despatch these. On behalf of us all I would like thank Ian for this tireless contribution.

Alisdair Keucke carries out two roles, primarily as Secretary but he also represents the TR Register by actively participating on the Ellerslie Concours Committee. The club benefits directly from Alisdair's commitment to Ellerslie by a share of the surplus from the event. My thanks to Alisdair for what are two very time consuming roles.

Trevor Hynds minds the purse strings and provides the financial reports at each committee meeting together with the annual accounts. Trevor has carried out the role for many years now and has offered his services for re-election to the committee this AGM.

Brian Sadgrove is the Webmaster, he maintains the site and will post any TR or technical related item for the benefit of members. General information is now sent to members by email, if you are not receiving these emails I suggest you contact Brian and provide your updated contacts. Again a lot of work happens behind the scenes, and it is appropriate we recognise and thank Brian.

Robert Johnson is responsible for Technicalities and International relationships with other TR clubs. Robert usually travels to Europe each year and manages to combine fostering the connections with the clubs together with touring. One outcome is the number of UK Register members that join us for our Nationals. Robert is a font of technical information relating to our TR models and is always very pleased to assist us with problem solving the various idiosyncrasies of English sports cars. I would like to extend a thank you to Robert on behalf of us all.

David Snelling assists with a legal perspective on matters before the committee from time to time. David is also a member of the subcommittee reviewing the Concours Competition. He also enjoys track time so be on the lookout for a potent white TR7FH V8 circulating. David's contribution is appreciated and I would like to thank him on your behalf.

Steve Martin was elected to the National Committee at the 2014 AGM, he also holds the separate position of the Auckland Group Leader. His role on the committee has extended to include assisting the Secretary, participating on the Concours subcommittee and providing valuable contribution at meetings. Thank you Steve for your input to the Register during 2014.

Stephen Higgs represents the editorial team. The Editor is a permanent member of the committee and although remote from Auckland contributes on key matters by email or speaker phone depending on the topic. Thank you Stephen.

### **AGM 2014 Activities Arising**

Funds accumulation was raised at the 2014 AGM, discussion centred around the fact that the club does not need to accumulate further funds. The committee decision is that the ideal way for all members to benefit from the accumulated funds is to increase the National Weekend subsidy. The Blenheim subsidy allowed the organising groups to be reimbursed for their travel to Blenheim to finalise runs, Thursday night BBQ, Saturday evening band, Omaka museum entries, Cook Strait Crossing subsidy increase and the like.

The Dunedin subsidy has also been agreed by the committee. The committee will adopt a zero based budget for 2015/16 but tempered with the experience this year that the income from spares is variable and cannot be relied upon to any great extent. As a result the budget will need to be more conservative. Of course one way to assist this income stream is for us all to patronise the service more than we do at present.

In closing, I believe we are meeting the objectives listed at the beginning of this report and on behalf of us all I would like to extend thanks to all who have participated at all levels within the club making it the successful organisation it is.

*Frank Cleary*

**President TR Register (Inc) NZ**

**TR REGISTER NEW ZEALAND INC**  
**STATEMENT OF FINANCIAL PERFORMANCE**  
**FOR THE YEAR ENDED 30 SEPTEMBER 2015**

	2015	2014
<b>INCOME</b>		
Interest Received	3,332.61	2,863.13
Intermarque Concourse - share of surplus	2,275.00	2,485.00
Swan Insurance	638.80	636.76
Income (Loss) from Spares trading	(1,116.68)	5,416.56
National weekend Surplus (Costs)	(8,671.55)	(1,246.64)
Subscriptions	11,000.00	11,160.00
	-	-
<b>TOTAL INCOME</b>	<b>7,458.18</b>	<b>21,314.81</b>
<b>SPARES TRADING</b>		
Sales - Spares	33,831.90	45,347.11
<b>TOTAL SPARES SALES</b>	<b>33,831.90</b>	<b>45,347.11</b>
<b>less: COST OF SPARES SOLD</b>		
Opening Stock (Parts)	21,592.81	26,224.09
Purchases - Indent & Freight	32,705.52	29,550.29
Delivery freight	510.80	1,118.15
	<u>54,234.11</u>	<u>56,892.53</u>
Closing Stock (Parts)	19,285.53	21,592.81
	<u>34,948.58</u>	<u>35,299.27</u>
Cost of Spares Sold	<u>- 1,116.68</u>	<u>10,047.84</u>
Income from Spares trading		
<b>EXPENDITURE</b>		
Computer, Internet & Software	106.68	233.18
WEB page costs	277.41	210.64
Depreciation	-	-
Cups & Ribbons - NW exps	446.20	1,015.13
General Expenses	155.00	305.00
Group leader expenses	547.97	-
Insurance - Liability	455.40	455.40
Insurance - Parts Inventory	699.20	694.74
Magazine Costs	7,857.82	9,304.14
Postage & Stationery	481.27	401.07
Printing, Calendars & Posters	3,691.50	2,694.60
Subscriptions - FOMC	347.00	-
Gifts & Presentations	-	100.00
<b>TOTAL EXPENDITURE</b>	<b>15,065.45</b>	<b>15,413.90</b>
<b>DEFICIT / SURPLUS TO ACCUMULATED FUNDS</b>	<b>- 7,607.27</b>	<b>5,900.91</b>

**TR REGISTER NEW ZEALAND INC**  
**STATEMENT OF FINANCIAL POSITION**  
**AS AT 30 SEPTEMBER 2015**

	2015	2014
<b>ACCUMULATED FUNDS</b>		
Opening Balance	107,865.69	101,964.78
Deficit / Surplus for year	<u>(7,607.27)</u>	<u>5,900.91</u>
<b>TOTAL ACCUMULATED FUNDS</b>	<b><u>100,258.42</u></b>	<b><u>107,865.69</u></b>
<b>REPRESENTED BY:</b>		
<b>CURRENT ASSETS</b>		
Accounts Receivable	3,613.60	-
ASB Cheque Accounts	6,027.97	10,176.84
ASB Imprest Account	152.88	15,237.66
ASB Term Deposits	76,729.93	74,599.14
ASB cheque account - Admin	551.84	2,535.84
Stock on Hand & Indent	35,076.94	35,678.89
less stock greater than 3 yrs no movement	<u>15,216.39</u>	<u>14,086.08</u>
	<u>19,860.55</u>	<u>21,592.81</u>
<b>TOTAL CURRENT ASSETS</b>	<b>108,936.77</b>	<b>124,142.29</b>
<b>FIXED ASSETS</b>		
Tents at Cost	1,620.00	1,620.00
less accumulated depreciation	<u>(1,620.00)</u>	<u>(1,620.00)</u>
<b>TOTAL FIXED ASSETS</b>	<b>-</b>	<b>-</b>
<b>TOTAL ASSETS</b>	<b><u>106,936.77</u></b>	<b><u>124,142.29</u></b>
<b>CURRENT LIABILITIES</b>		
Sundry Creditors	-	-
Indent deposits held	6,478.35	14,236.60
Subscriptions Rec'd in Advance	200.00	2,040.00
<b>TOTAL CURRENT LIABILITIES</b>	<b><u>6,678.35</u></b>	<b><u>16,276.60</u></b>
<b>NET ASSETS</b>	<b><u>100,258.42</u></b>	<b><u>107,865.69</u></b>
	-	-

Signed:

\_\_\_\_\_  
 PRESIDENT

Signed:

\_\_\_\_\_  
 TREASURER





# Deep South Group

The last one for the year which has been an eventful one and next year is shaping up to be even better.

Everybody here in the south is looking forward to the upcoming TR Nationals in February 2016. It has been a long time since we have had the opportunity to show off just what we have here in Dunedin and its surroundings. We take it for granted but when visitors ask us why we have kept it a secret for all these years we realise we are pretty lucky to be able to live in this part of the country.

Things have been ticking along on the social side. Our first Thursday of the month' club nights are well attended and are a great way to keep up with the goings on both in the rest of NZ and in our part of the country. Brian and Susan organised a Spring Tour weekend down to Maple Glen in Southland to see the fantastic gardens, a very special place and in Spring time the flowers, blossom and vibrant new green foliage is something to behold. It's well worth a visit if you are ever in the area. The run finished on Sunday with a picnic lunch in the reserve at Roxburgh before the Dunedin and Central Otago members went their separate ways.

21st of November saw us on the road again, this time for our End of Year Mystery Tour which was organized by the Deakers and the Watkins and provided a great two days. Colin and Jo made sure we saw a lot of Eastern and southern Southland on the Saturday and Pete and Lauren certainly looked after the inner man on Saturday night and Sunday lunch. On Sunday we made our way home via the the Catlins, finishing up at Balclutha for lunch. The Catlins area is always a great drive, one you never get sick of although this time we must have really upset the weather gods as we had just about everything except snow, fantastic thunder and lightning for a while. The cars certainly got a good wash on the way up the coast. Then, as we neared Balclutha nature decided let's forget about the rain and dry the cars out with a good strong wind which made driving slightly challenging! An interesting weekend was had by all and was certainly a great way to welcome in the festive season.

On behalf of the whole Deep South Group we would like to wish the rest of NZ a very Merry Christmas and a happy and prosperous TR New Year. We look forward to catching up at the end of February.

Jane and Trevor

## The End of Year Mystery Tour.

It was an early start, an 8.30am briefing certainly gets you up and running on a Saturday morning! The coffee machine at the local BP got a bit of a hammering prior to the start. Weather wise, it was marginal. The organisers assured us it would get better. Some heeded their advice, others thought, "Yea right!" As it turned out there were only light showers so most got a hoods down run for the day.

The fourteen cars and their occupants enjoyed a run through to Lawrence taking in the southern coast to Taieri Mouth then over the hill to Waiholo and on up the main road to Lawrence for morning tea. On the way Keith and Bev were nearly run off the road by a bloody idiot wanting to get places in a hurry. Luckily other members in the group were able to get his number and report it to the police. It's types like this we don't want on the road. Two more cars from Central joined us here and one from the local area, a good number now, seventeen. We certainly helped the economy of Lawrence during the time we were there as it was a well fed and watered group that continued its way to the next destination.

The route took us through the back roads of northern Southland to our lunch stop at Dolamore Park in the back of Gore. This is a great spot to stop with some lovely gardens which include many colourful rhododendrons and several members took the opportunity after lunch to walk some of the paths to have a look around. When we had pulled into the Park we were greeted by the four organisers of the weekend, Jo and Colin Deaker and Lauren and Peter Watkins, with a series of driving skills and general knowledge questions. Jo's questions were taken from the news over the last couple of days. Everybody could remember reading the articles but do you think we could recall the answers, of course not!



Colin and Pete put our skills to the test with a quoit throwing challenge, two revolutions of the wheels challenge and a parking test to see if you could stop one metre from a pole. The conclusion was that we had better stick to our day jobs! The tests were simple but most failed miserably under pressure. We also had the opportunity to meet the newest member of the Deep South Group, Tussock, Trevor Deaker and Marks Borrie's dog. Named after their Tussock Ridge vineyard in Alexandra he certainly proved to be a hit with all the members. Trevor and Mark supplied the prizes for the Saturday Night's "T or R" theme competition, several bottles of Tussock Ridge's Eight Ranges wine.

After lunch we headed further south passing through the now ghost towns of Hedgehope, Browns and many other places that were once thriving farming communities but are now mere shadows of their previous existence. It was then to the southern coast, Tuatapere, Orepuki, Colac Bay and Riverton. This is a great motoring road with the wind sculptured trees and views over Foveaux Strait to Stewart Island in

the distance. Some cars stopped in Riverton for a coffee while the rest carried on to the Balmoral Lodge Motels in Invercargill, our stopping place for the night.

After settling in and the usual debrief of the day's run which as usual was accompanied by a few beers, wines and nibbles, it was time to board the courtesy coach and head to "The Saucy Chef" Restaurant and Bar, our dinner destination for the night. The theme for the night was to wear something starting with T or R. Some creative thought had gone into many of the get ups and some examples were Little Red Riding Hood, the White Rabbit, a set of traffic lights, Gray Rabbit, a couple of very attractive Tarts (we had to look twice to see who they were!) a Rubbish bag, Rene' the waiter from Allo Allo. It was a great night with the prizes for the best "costume" going to Bev Allott for her Little Red Riding Hood, Stuart Hurley for his Rene' the waiter look alike outfit and Pratty for a very original Rubbish Bag ensemble. See a selection of photos at the top of the next page, including the winners, two rabbits that were hard to keep apart, and two of the organisers. It was a very good night with great food, great service and great fun. And to cap it off, the Invercargill City Council put on a fireworks display to mark the end of the Santa Parade celebration that was being held that evening.

During the night the heavens opened and our run of reasonable weather came to an end as the next morning we arose to rain, hail and thunder storms. Not good for soft top cars. After a very cosy morning briefing held in a motel room, we headed around the corner to a local park for a group photograph, which the organisers had arranged. It was a shame the weather was so bad, the lineup of cars was impressive and if it hadn't been so wet we may have got the owners in the photo as well. The photographs out of the way, we got on the road heading to Balclutha via The Catlins being farewelled from Invercargill by a spectacular thunder and lightning storm.

All went well tho' very wet until just out of Papatowai where Ian and Lyn Grey had the misfortune to break an axle in their TR2. Several cars stopped to lend a hand while the rest carried on to the Whistling Frog Café for morning tea. After the usual "Buggers" and "Bastard" it was agreed that Pratty and Liz would tow Ian, Lyn and the car and see how things went. They managed to get as far as Papatowai before brake fade on the TR2 started to kick in and it was decided to leave the car at the local Shop/Motels and come back on Monday to pick it up. Here comes the part where the wisdom of having Triumph Stags as part of your membership comes in. Ian and Lyn transferred their luggage between several of the TRs and then got a lift to Balclutha with Don and Jude Bradley, two of our several Stag owner members. A big thank you to Pratty and Liz for coming to the rescue with the tow and Don and Jude for the transport.

In the spirit of open top motoring, two of our members from the Lawrence area take

the prize. Peter and Anne Shepherd in their TR6, did both days with their top down! If you could have seen the rain on Sunday you would appreciate just how stoic (Ed - is that the word?) they were. Well done Peter and Anne.



This TR6 apparently has no roof...



Unfortunately, due to the weather, several attractions that had been arranged for us to visit as we motored up the Catlins had to be postponed and put on hold for a future date. Our farewell luncheon was at the Rosebank Lodge in Balclutha before we all headed home.

A great weekend with lots of fellowship and drama as you expect with any TR Group. Our sincere thanks to Colin, Jo, Lauren and Peter for a job well done.

## The Deep South Spring Tour

At 9 a.m. on Saturday 10<sup>th</sup> October 7 cars met at the Allotts house in Mosgiel to begin the trip to the Catlins area for a Spring Tour. One car met the group @ Clarksville Junction and another car joined the group at Owaka where we stopped for morning coffee. The group had been advised to pack a picnic lunch and we motored to Maple Glen for lunch. After lunch most of the group walked around the huge area of gardens which was previously farm land. It was a very pleasant day for walking and admiring the spring flowers and greenery. Two of the cars then returned to Dunedin and the remaining seven travelled many back roads to Gore arriving in time to book in at Heartland Croydon Lodge and to get ready for pre-dinner drinks. An enjoyable dinner followed.

On Sunday, after breakfast, we all collected a lunch bag supplied by the Lodge and then began an enjoyable trip along Southland roads before reaching Central Otago. We stopped at a picnic area at the south side of Roxburgh and enjoyed a very healthy lunch in the spring Central Otago weather. It was then time for 5 cars to return to Dunedin via Roxburgh East road and Millers Flat while the other 2 cars returned to Alexandra and St Bathans.

A big thank you to Brian and Susan Hope for another very enjoyable TR outing.

***Liz Pratt***





## **COMING TO THE NATIONALS 2016 IN DUNEDIN**

By the time you will be reading this most who are planning to attend the Nationals next year will have sent their entry forms in and received a confirmation.

At the time of going to print we look to have over 50 cars, but expect there may be many stragglers to come.

The Headquarters Hotel is full and a number are in the nearby Motel, some are staying privately with friends and relations. The majority of the Hosting Deep South Group members attending have chosen to stay in their own homes, thus leaving more space for the out of towners.

We have been rather overwhelmed by the response to the Post Nationals Tour, even to the extent it appears we are going to have to make it on a first in first served basis, only because of problems with accommodation at a very busy tourist time of the year. There will be a wait list if any have a change of plans.

So don't delay, get in touch with us as soon as possible.

Members of the Deep South Group are looking forward to hosting you in the 'Heartland'.

**Brian Hope for the Organising Committee**

# TRivia

## The car Top 10.

### British cars to die before you drive

As this issue proves, the UK has a marvellous motoring pedigree. Absolutely none of which is featured here. By **Chris Chilton**

8

#### TRIUMPH TR7

Which is worst, the TR7 or its Stag sister? One was so lethargic it couldn't work up a head of steam, the other's V8 boiled like a kettle on hell's own hob at the slightest provocation. We'll go for the TR7, a rival to Fiat's X1/9 that was immeasurably less interesting, uglier and even less reliable.

7



### TRs on TV

Purdey in the New Avengers (played by Joanna Lumley) spent most of her in-car screen time driving a rubber bumpered MGB, but later switched to a TR7 for several episodes. Sadly that didn't last long because reliability issues curtailed its starring role.

This was also the case with other British Leyland stars of the show. Steed's main car was to have been the Rover SD1, but reliability of the pre-production car became an issue (*Ed - of course it became their best ever TR engine!*)

And did you know that Lucy Ewing drove a silver TR7 in the show *Dallas*, with the licence plate *EWING 5*

# Canterbury Tales...

Since writing our last report, we in the Canterbury Group have managed a few outings and two monthly 'socials'. In October a small group travelled to the North Canterbury town of Oxford, in support of the 'Men's Shed' charity. The event attracts more than 100 classic cars, and the small entry fee collected at the gate pays for the ongoing upkeep of the 'Shed' which happens to be on the same site as the displayed cars. Oxford township is a nice spot, with a good selection of cafés and a thriving Farmers Market. So once all the cars had been admired over several circuits, there was other 'stuff' to do. We got there at 10:00 am and were surprised to find the marshals at the gate were advising the event had been cancelled – just that morning, as a severe weather warning predicted winds gusting to 160kph. Who would want to be



Our group, in our usual spot.

an event organiser? The weather was sunny and calm at that point, but the arena is surrounded by tall, mature pines. So the risk of cars and people being hit by lumps of falling timber was high, in the event the winds sprung up, as the parking area is essentially "under those" trees. Nevertheless, cars were streaming in and given the prevailing conditions, no one seemed perturbed by the weather

forecast which, as we all know, can sometimes be off the mark. The poor organisers, however, had to fulfil their public good responsibilities and in the process forgo their entry fee.

As usual at these events, there were a lot of very pretty cars to admire, alongside the TRs. Even the 'Yank Tanks' looked good, with a lot of work having been put into them. There was one little vehicle though, that was more of an unpolished gem. As can be seen in the photo at the top of the next page, the little Vermeer and Sons truck is probably never going to have a shiny coat. It is very Heath Robinson, with the seats consisting of wooden crates and the oil pressure gauge natively mounted in front of the windscreen. Moreover, it looked like it may never have any legal compliance, as no amount of searching revealed a WOF or rego! The owner seems to have spent some effort on making the little flat head engine perform though, with improved 'breathing' for the engine and the addition of an electric fan on the radiator. Ah, the charms of a small town car show; not to be knocked.





Cute in its own way.



Barry's improved Stag.

Another charming car on display was the modified Stag, above, presented by our very own Barry Rickets. In my opinion, if a manufacturer was to build this car today, as shown here, it would fly off the production line. Barry has managed to improve the lines of the Stag considerably (I am sure a purist would like to stick pins in my effigy for saying this).

Getting back to the event, we left at around 2:00 pm, as things began to wind up and the weather was still fine but starting to look threatening. The road home took us inland and over the Waimakariri Gorge Bridge, and then back towards the City on the back roads – almost empty, lovely roads. By the time we got home almost an hour later, the promised wind was starting to arrive, but thankfully did not reach the predicted force.

At the start of November the Canterbury VCC hosts its 'All British Car' day. This is a big event and attracts over 100 cars. There are some well looked after and interesting marques that took part. Our group was well represented. The VCC puts a lot of effort into this run, usually producing two different routes from which participants can choose to drive; which cunningly both seem to bring the cars from each route to the finishing venue at about the same time. This is pretty clever, given the routes are often of quite different lengths. Of the TR participants, Denise and I, Bryan and Carol Thomas and Grant and Kate Burgess chose the long route which took us up to the Waimakariri Gorge via West Melton, Kirwee, and Darfield, crisscrossing and using the Old West Coast road on various points. Then across the river and down to Oxford, with a stop there for an ice cream on the hot sunny day it was, and finally from there down to Clarkville Domain for a picnic.

Our next event was a trip to the Geraldine Arts and Plants Festival, on Friday 13 November (Christchurch Anniversary day). This is an annual event, billed as a "three-day fun family festival with market stalls, art exhibitions, photography competition, and entertainment for young and old". While not a big turnout, we had five cars with an enthusiastic small group that attended. The drive was good, taking Thompsons Track from Rakaia. This route is quite a bit further than going down Highway One, but it avoids the 'heavy' traffic, and traffic lights, in Ashburton and it is a much more attractive drive.

We found Grant, Dave and Kate ; taking a rest after walking the streets of Geraldine (it's not that big a town that they needed a rest, really), prior to having lunch in a local pub.



The first of our two social events since the last report consisted of a visit to the South Rakaia Hotel. This place has a real country pub charm, being a lovely old building inside and out. The dining room is off the bar, and by the look of things has not changed much since the 1950s. The staff were friendly and obliging, the food good and well-priced, and the clientele mostly appear to consist of farm/land workers and were very friendly.

The second of our functions was our last for the year. We had 31 people at

### **The 'Crowd' at Pomeroy's.**



Pomeroy's Historic Pub in the city centre. I don't think I can say enough good things about this place; it has a collection of beers on tap that would be impossible for any normal person to get through in a week, while remaining within the legal driving limit. Mmmmmm. The food is great too, and so is the venue.



In late October my garage increased in TRs 'in residence' by one additional TR6; at least for a few days while Bryan Thomas, Malcolm Baird and I replaced the front suspension bushes on Malcolm's car.



The job was straight forward enough, with no real difficulties encountered. We noticed an interesting feature of the lower wishbone fulcrum bracket chassis mounting holes; there appear to be two possible positions available for mounting the fulcrum brackets. There are two pairs of holes in the chassis for each fulcrum bracket, one pair being about 40mm to the rear of the other. These extra holes are not mentioned in the TR Overhaul manual, but are shown in a diagram in the 'Technicalities' publication available through the Register (but not discussed).

We wondered if anyone in the Register knows anything about the purpose of the extra holes. It looks like they could be there to reduce the castor on the front wheels, which would make the steering lighter and the car twitchier, if so. Were these holes put there for a racing configuration or are they simply a manufacturing feature?

Anyway, here is a word of caution for those who are contemplating this same job. A problem we came across was with the castellated nuts supplied with the suspension bush kit for the upper wishbone mounts. The new nuts were considerably longer than those being replaced. This resulted in the nuts bottoming on the mounting pin threads before the slots in the nuts reached the split-pin hole. It took a while for this to be noticed and some time was wasted in frustration, trying to work out why the nuts would not run down the pins far enough.

That's all for now, happy driving everyone and Merry Christmas.

John and Denise

# Hawkes Bay Happenings...

Firstly I must congratulate the Transmission team on the quality of the mag. Being in full colour now certainly makes for a classy publication. There are not many club mags in this league. And also thanks to those members who made the effort to write about the trials and tribulations with their TRs – it makes for interesting reading.

Spring is still leaping up and down, after a 25 degree blue sky day yesterday it is 12 degrees and pouring rain today as I write this. However we have managed a few outings in our TR2.



After postponing our Spring Run on September 20th we tried again on the 27th. Still not a lovely sunny day we met at No.5 Café & Larder for the regular coffee fix. Four cars braved the weather, however Bruce Hislop was unable to go on the run but joined us for coffee. We headed out through Havelock North and down Middle Road looking for a good show of spring blossom. Usual story, you pass what would have been a great photo, thinking you will see a better spot but of course you don't. We managed to

arrive at the Patangata Pub without any rain although it was threatening all the time and rather cold. The pub is a popular spot for Fish'n'Chip runs by motorcyclists but today was obviously not for them. We all tucked in to our lunch of choice and solved the woes of the world – as you do. An easy drive home with little traffic on the road, three cars and a couple of keen cyclists, and a shower or two of rain. A stop in Havelock North for some photos and then home to warm up in front of the fire – I must get that heater finished for the TR!

Our next run was on October 18th, a totally different day weatherwise heading for 25 degrees and blowing a very strong north-west wind (Canterbury members can relate to this). Fortunately our destination would be sheltered from this wind. We met at F G Smith's in Ahuriri for a coffee, three cars - Bevan's TR6, Bruce in the TR2 and us in our TR2. After our coffee and a bit of chat we headed north. This is where the wind becomes an issue as it is a crosswind and sucks the breath from your mouth in the big gusts. I guess leaving the sidescreens on would help.

After Whirinaki we drive along the coast which looks fantastic with the turquoise sea crashing on the beach and the sun sparkling on the surface. We turn inland and as we



reach the beginning of the climb into the hills we are at our destination. A swing bridge across the stream leads to a picnic area and a well formed track that goes to the Tangoio Falls and a spur track to Te Ana falls which is probably the nicer falls. So our happy troop set off and stopped at the Te Ana Falls. Here we are in a peaceful bush setting admiring the falls only to have the tranquillity spoiled by traffic climbing the zig-zag road that seemed to be above us. Bruce had been hobbling a bit so he and I headed back to the picnic spot whilst the others continued on to the Tangoio Falls. The track from here is quite a bit steeper and wet in parts.

While Bruce and I were sitting talking there was a loud crash from the undergrowth and on checking there was a tree that had fallen down across the track. Fortunately no-one was nearby and the track was still passable. Our climbers returned bemused that they hadn't noticed the tree when they went on their trek. Having worked up an appetite lunch was next, a very pleasant place to be with sunlight filtering through the trees and the bird life singing – life is good. Some time to relax then a drive home, so good to have such a place so close to our city.

We now look forward to the arrival of the El Nino summer (hot and dry) and of course the Big Guy will soon be here. If you are in Hawke's Bay over the holiday time get in touch. If you check on the Register website you will see what we have planned. Maybe we will see some of you in Dunedin.

In the meantime the Hawke's Bay members wish you all a very Merry Christmas and a healthy and prosperous New Year.

Happy MoTRing

*Graeme & Joy*



# **TR INTERNATIONAL WEEKEND 2015**

## **Malvern England**

We had been putting off travelling overseas for a number of years due to work commitments, but in the New Year, I finished work and Rona decided I needed a “gap” year off and to travel extensively. So Rona and I having finally decided to do the grand tour of Europe and the UK, two things, when we got to the UK, were “No1 priority” on my list of must do’s. The Land Rover Experience in Solihull and the TR International Show in Malvern, Worcestershire.

We had been in the UK for about 6 weeks when the weekend of the TR International Show dawned so we drove (a mere 5 hours on 4 lane motorways averaging 75MPH) down from County Durham, where we were house sitting a mates house who was offshore Brazil for 5 weeks, and booked into the Boot Inn in Flylord Flavel, a picturesque village inn just 20 minutes away from Malvern. It was lovely and the food was terrific. We stayed there Friday and Saturday nights. Getting up early Saturday for another hearty English breakfast, we proceeded to Malvern’s Three Counties Show Grounds in brilliant and warm sunshine (quite the exception for this year’s English summer!). The show grounds were huge, and surrounded by stunning vistas and hills making it a beautiful place to spend the day. Just as well it was huge, as there were tents, caravans and camper vans as far as the eye could see. Many of the TR Register local branches had set up their own areas with banners, flags and all their members grouped around.

Oh, did I mention there were TR’s too, hundreds of them, of all types and variants, all lined up by type, which covered another large area near the show grounds proper. Also 2000 people came to view the cars during the week end, making it a very successful show.

We parked the Land Rover, got our bearings (we were given a map) and proceed to the main area of the show, the auto jumble, arena and trade areas. The auto jumble area was quiet amazing with plenty of bits and bobs, for sale and swap. The trade area,



in the wool sheds, had plenty of regular parts suppliers with large amounts of stock for sale as well as other ancillary vendors and stalls to tempt the palette. There was nearly every part you could imagine for most variants of TR for sale. I managed to pick up a number of little bits and pieces for my TR6, but had to be restricted to what would fit into the suit cases for the eventual trip home. Rona enjoyed the “shopping” too, finding a couple of elusive bits on the shopping list which I missed.



### Just a few of the TR6s on display



After a considerable time wandering about in the trade area, we spent some time critically evaluating the rows and rows of TR's. I have to admit, it was mainly around the TR6's and the TR5's but we had a quick look at the 2's, 3's and 4's. We met up with the crew from the Cleveland Branch of the TR Register whom we had met previously at the Ripon Classic Car Show 3 weeks earlier and had a very pleasant interlude in the sun.

There were about 75 TR6's all lined up, (I don't know how many TR's were in the showground's but there but it was well into the many hundreds) and it was great to be able to see all the different variations, years additions and modifications side by side. Rona and I were able to compare the various colours, ideas, modifications and fit outs, and decide what we like or did not like. Some of the ideas we were looking at were the different luggage racks, colour schemes and internal finishes and also the wire wheels against the solid wheels.



Paul Tunnadine, me and Mick Forey. Notice the NZ National polo shirt



Back at the show, the arena was at full swing all day with some entertaining events, car rallying autosolo racing around cones, a gymkhana and plenty of other petrol head stuff. A period of time was given over to interviews and discussions with various TR Royalty and the presentation and display of the TR3 and TR7 anniversary parades.

I joined the UK TR Register while I was there and met up with our own Kiwi connections from the NZ Nationals in Blenheim, Paul Tunnadine and Mick Forey, and had a great catch up on their enjoyable trip down under.

I also had a great discussion with Derek Graham, the TR6 registrar, on guess what, TR6s.

By this time Rona was in dire need of a cold Cider (it was sunny and dare I say hot! too) so we retired to the bar for a cold one, and met up with Tony Streach, TR Technical Director, and had a very enjoyable chat over a cold beer/cider.

As the day's events were drawing to a close, the international part of the event was celebrated with all the cars not from the UK parading with their proud owners. Unfortunately my Land Rover was not allowed into the event, so I had to be well satisfied with being asked to lead the parade in TS2, ably piloted by Ian Evan, Vice President.

(TS2 for any who don't know is a TR2 owned by the TR Register and is the 2nd TR2 off the production line. TS1 is in the USA). We then repaired to the Prize Giving venue (with free real ale) for the Special International presentation event. Rona and I were the only ones from NZ and got a mention for being the furthest travelled.

As the day wound down, before starting and winding up again for the evening extravaganza, Rona and I headed home to our lovely village inn, to another night of great food and wine. We had had a great day out, met some lovely people, saw acres of awesome cars and to cap it off the sun shone all day.

P.S. I also had an amazing day at the Land Rover Experience and Defender factory tour, but that's another story.

*Ian Ramage*

# ***Tech bits and pieces***

## **Eccentricities of TR5 & 6 PI Systems**

### **Hard to start? Do not overlook the battery...**

Problems with starting PI TR5s & TR6s are legendary but, in many cases, the real causes of these frustrating moments are never really understood and consequently not resolved. Yes, the Lucas fuel pump system is clearly a good candidate for blame and, for many cars, will need to be addressed at some time but it's not the only fly in the ointment.....

To begin with ...a little background:

There are at least two distinctly different scenarios to the thought about here ...starting from cold or from hot. In both cases the most likely direct source of the problem will lie with the fuel pump and its associated plumbing and accessories (filter, PRV - Pressure Relief Valve etc) at the rear of the car not being able to deliver fuel to the metering unit on the engine at the desired pressure of 105psi (lb/in<sup>2</sup>) (7.24bar). Remember that ALL the energy to drive the PI system comes from the fuel pump by way of fuel under pressure. With any pressure below around 85psi the metering unit and injectors are unlikely to function properly and will not deliver any fuel to the inlet ports of the engine which is a fairly common reason for the engine not to start.

Depending on the state of the fuel pump and its associated wiring it will only be able to deliver fuel at an adequate pressure when it is being supplied with DC power above a minimum voltage. This voltage will differ from pump to pump for a number of reasons. The pump may be drawing more current than normal again for a number of reasons and this will result in a bigger voltage drop in the wiring to the pump (questionably adequate even when TRs were built ...often upgraded over the years) OR

The pump is worn out and struggling to deliver adequate pressure even at full voltage. Ideally the pump and its associated plumbing should be able to deliver 105psi to the metering unit at anywhere from around 8 volts across the pump terminals and up. Good Lucas pumps just manage this ...replacement Bosch type pumps in a properly designed installation have no problem.

From here this thread divides between a cold start and a hot start situation.

First, let us consider a cold start:

The engine is cold and the oil is thicker requiring more energy from the starter motor to crank it. It is also possible that this is at the start of a day when the ambient temperature is lower too. Cranking a cold engine will result in the starter motor drawing more current from the battery AND a cold battery will behave as if it has higher internal resistance. Both of these will combine to result in the voltage at the battery terminals reducing from the nominal 12 volts when unloaded to a significantly lower voltage during the start cycle. With a good properly charged battery of adequate capacity (usually rated as CCA Cold Cranking Amps) the terminal voltage will only drop to 10-11.5 volts. With an older battery or a partially discharged battery or a battery with insufficient CCA rating this voltage can easily drop to 7-8 volts whilst still cranking the engine albeit not as quickly as with a good battery.

This is where it all gets a little subtle as whilst with the second battery situation above the engine is cranking OK it will never start if the voltage at the pump terminals is insufficient for that pump to deliver fuel to the metering unit at adequate pressure because there will be NO fuel delivered to the inlet ports from the injectors. Sometimes, after a lot of cranking (and hot air from

the driver maybe?), some fuel may dribble from one or two injectors and a very erratic or rough start accomplished. With the engine warm however probably no problems ...sound familiar?

What is THE or at least A solution? Ensure that a battery of adequate capacity and in good condition is installed in your PI TR. Be aware that this will probably NOT be the cheapest battery that is offered from a battery supplier. A typical recommendation for a TR5 or TR6 may be a battery of 400-450 CCA which will probably work OK with a good fuel pump whilst the battery is in good condition. Invest a little more in a higher capacity battery 550 CCA – 600 CCA (which is about where size becomes an issue) and cold starts should not be a problem for quite a few years if the battery is kept charged when the car is not in use.

The second scenario, a hot start, is a little more tricky...

The most common cause of these problems is the same as what is behind the dreaded engine failure on a hot day ...vapour locking at the fuel pump. This situation is confined to TRs with the original Lucas pump and associated plumbing and happens when the pump gets hot and transfers this heat to the fuel as it enters the pump. In an ideal situation the pump is able to deliver significantly more fuel at 105psi than is required by the metering unit and this is bypassed back to the tank by the PRV thus cooling the pump by carrying this excessive heat away with it.

However, the combination of this increase in temperature of the fuel and a reduction in pressure at the inlet side of the pump, particularly when there is insufficient flow to cool the pump, causes the fuel to momentarily turn from a liquid to a vapour (boils) with the result that the pump cannot deliver fuel at sufficient pressure to the metering unit so fuel delivery to the injectors and in turn to the inlet ports fails so the engine stops. If the pump is worn to the point where it cannot open the PRV and thus bypass fuel back to the tank there is no solution but to wait until the pump and the fuel in and around it cools down. This may also occur when the voltage at the pump terminals is insufficient for the pump to deliver enough pressure to ensure return flow to the tank.

If the system is to function properly there should always be fuel returned to the tank from the pressure relief valve whenever the pump is running and the pressure at the metering unit always maintained at 105psi. Any combination of a worn pump, wiring problems or insufficient voltage at the pump when cranking that does not result in a return fuel flow to the tank can lead to hot start issues. This is particularly subtle when the pump can deliver 80-90psi to the metering unit ... enough to enable the engine to run but without sufficient pressure to open the PRV and thus return excess fuel carrying heat from the pump back to the tank ...a perfect situation for vapour locking.

Points to consider:

Measure the voltage at the battery when cranking from cold. If less than 10 volts think about a replacement battery of adequate specifications before going any further.

Measure the fuel pressure at the metering unit (Not cranking)

If it is below 105psi static (engine stopped - no fuel flow) check for return fuel flow from the PRV. If no return fuel pump is not delivering adequate pressure ...most likely pump or associated wiring problem.

If it is below 105psi static (engine stopped - no fuel flow) and there is return fuel flow check PRV calibration or replace PRV to restore correct pressure.

Measure the fuel pressure at the metering unit (whilst cranking but with ignition disabled by disconnecting primary supply to coil).

If it was 105psi in 2 a) above and there was return flow to the tank from the PRV but now is below 105psi check battery voltage is maintaining above 10 volts when cranking. If voltage is

maintaining at or above 10v but fuel pressure is dropping there is a potential problem with the fuel pump and/or its associated wiring. A good system should sustain 105psi under all cranking conditions.

Over time many TR5 & TR6 (and Triumph 2.5 PI) owners have fitted Bosch type pumps usually with an improved PRV and some attention to the wiring to overcome the problems associated with the whole Lucas pump system. This was the Achilles heel of the PI system overall and, if back in 1967, a decent pump system had been installed the Lucas system would have probably had a fairly trouble free existence.

Be aware that it is not just a matter of replacing the Lucas pump ...a whole kit of parts is required to build a reliable pump system ...the pump MUST be located lower than the tank to ensure positive pressure at the inlet at all times and specific inlet and outlet filters will be required.

Other modifications that have been successfully applied include upgrading the wiring supplying power to the fuel pump. First step here is to provide a solid connection to the body for the -ve (negative) connection to the pump ...a connection as close to the pump as practical as the original ground was a somewhat inadequate spade connector just ahead of the left tail light. For any other wiring changes plan carefully to ensure that any cable is correctly protected with a fuse as close to the supply end as practical or use a suitable kitset.

As a guide (not a specific recommendation) the AA supplied Type 4503 battery at 600CCA could be a good choice. At 257mm(L), 172mm(W), 220mm(H) it just fits into a standard Moss plastic battery box, has the correct terminals in the right place and fits the battery retaining bracket.

If you have any queries or comments around this article you may contact the writer at [technical@trregister.org.nz](mailto:technical@trregister.org.nz) or 09-5754151

*Robert Johnston*

## ***A TRIUMPH TR6 TO PUT HAIR ON YOUR CHEST***

STEVEN PAYNE'S 1969 TRIUMPH TR6 HAS SEEN HIM THROUGH A COURTSHIP, A HONEYMOON, AND — NOW RESTORED — STILL RUNS LIKE A DREAM

Talk to Steve Payne and it sounds as if he's been restoring cars all his life.

It's become his job, but that was only because he was working 40-hour weeks, getting home and putting straight out to the shed to restore cars. Eventually, he ran out of space to store completed projects, and wondered if he could turn it into a business, do the work and — as he puts it — have other people park the finished vehicles.

Steve had the background: he was an engineering pattern-maker. Though the design side was interesting, he reckoned anyone reasonably good with their hands could do the making side of it.

He wanted more of a challenge, and once the decision was made, took the next step — getting a job at a panelbeater to learn that craft.



"But you had to take short cuts because of costs. Now I work to my own standard, and if people don't like that they can take it down the road."

His apprenticeship over, he started Trix Restorations, just outside Te Awamutu, 25 years ago, and hasn't looked back. The workshop is at the back, but the car we've come to see is parked in the house garage.

He's had this 1969 Triumph TR6 since 1979.

"I went on honeymoon in it."

The model launched in 1968, and of 94,619 built, only 8370 were sold in the UK.

This was one of them, and it was full of rust. "I drove it for 10 years and then pulled it apart and restored it, but I was working for myself by then, and it took me 10 years to get it back on the road. And it was my wife's by then." Apparently wife Cazna got upset that he was having all the fun. "I had the 1950 TR2 and a replica Lotus 7, and she said "it's not fair", so we changed the ownership over. "Her first car was a Vitesse I talked her into. Rust was starting to get into it, and I said we had too many cars, I could only spare time to restore one, and she picked the TR6. We did most of our courting in it, but she





didn't like it when I first bought it. She preferred the GT6 I'd had, but grudgingly admitted it did go very well. She loves that road tests of the time called it 'the last of the hairy-chested men's cars'."

The windscreen delivered impressive wind protection. There was some buffet but it wasn't as bad as in a few modern convertibles. And it's impressively easy to drive.

The four-speed gearshift was firm, but not unmanageably so. There's synchro on all four cogs. Steve is talking about swapping the clutch for a lighter one, as it can be abrupt on takeoff. I didn't notice a problem — but perhaps I'm less fussy, or have driven cars that are worse.

The ride was smooth over undulating country roads, and the 2.5-litre straight-six engine with Lucas mechanical fuel injection proved flexible — helped by overdrive, flicking the lever for extra grunt, then flicking it back for more relaxed cruising. That was originally an optional feature that works on second, third and fourth gears. Later it was restricted to third and fourth, because of gearbox failures in second at high revs.



The disc front and drum rear brakes are reasonably effective, and it's all standard, apart from the radio — even the plywood dash with its wood veneer. The steering wheel came with the car when it rolled out of the factory, though Steve didn't know that at first.

When the black paint on the spokes got a bit tired, he stripped it off — then found it was original.

The car still gets plenty of use. “My wife commutes to Hamilton in it on fine days, but on vintage car-club days we take the Morgan.”

He still owns more than one classic, but the couple favour the TR6 for tours, driving it to Blenheim for the TR Nationals, then to Nelson and Collingwood, and back, earlier this year.



Cazna certainly doesn't need to fear breakdowns with Steve in the car, though keeping the TR6 running clearly doesn't rate as a challenge. Some of the jobs Steve gets have been, though. “I tend to get cars no one wants to touch. I did a TR2 for a couple in Napier and ended up having to cut the left front inner guard off, so I could straighten the bulkhead out, and stitch it all together again.”

As we leave, a trailer pulls up full of freshly painted Monaro panels, ready for Steve to work his magic. So it's back in the garage for the TR6, but not for long. Steve might be busy working on other cars, but Cazna will ensure it makes the most of the spring sunshine.

***The article above about a couple of our longstanding members was authored by Jacqui Madelin, well known motoring journalist, and appeared on the Driven website in October 2015.***

***It is reproduced here in TRansmission with the kind permission of Driven.***

# The Registrar Reports...

If you're looking for something different....

have a look at The Roadster Factory restoration of one of the 'Sabrina'-engined TRs which won the Team Prize at LeMans in 1961:

<http://tinyurl.com/okctbpg>

TR3, TS18802-O, rego. AI4107 for sale on TradeMe for \$10,500

TR3A, TS26202-O, rego 58TR3A, ex Bill Riley now owned by Warwick Orr of Algies Bay. This car was converted to a fast racer by John McMullen in 1986, and converted back to standard by Gavin Trethewey in 1988.

TR6, CP51013-1P, rego RR1333, was for sale on TradeMe for \$28,500 and sold within three days. Had a major body rebuild in 1982 and was completed by Martin Cripps in the early 90s. The unusual commission number indicates this car was a CKD unit built in Belgium.

Jan Hendrix reports a long-door TR2 (white, Commission number in the 3000 range) at Green Bay. Poor condition, asking around \$4,000 - \$5000. I have so far not been able to find this car in our records.

- TR3A, TS52642-O possibly up for sale in the New Year. Owner Philip Jeeves is interested in buying a TR6
- TR3A, TS59267-O, rego BL8998, for sale on TradeMe for \$50,000 at Waimak Classics
- TR3A ,ex USA imported by Barry Porter is almost ready for the road. Currently having wiring done.

Several one-owner TRs are on the market:

- TR7, TCG113610KF, rego SW2660, is for sale by Wayne Stark (03) 3595140, 150,000 miles, totally original, rust free, \$4,500 receipts, asking price \$14,000
- TR7 ACG14348 rego 78TR7 circa 60,000 miles, for sale by original owner Neil Holland.
- TR4A, CTC73537-O, rego TOPTR, for sale by Ashley Southgate. Pix and details on our website.

**Kevin Tinkler**

# TRIUMPH ITALIA - Background



By most accounts, only 329 of these hand-crafted bodies were ever built – known as the Triumph "Italia 2000 Coupé." Designed by Giovanni Michelotti and built by Alfredo Vignale in Turin, under contract to Ruffino S.p.A. Industria Construzione Automobile di Naples – it was thought that these cars would appeal to people willing to spend more for the dependability and ease of obtaining stock mechanical parts of a Triumph, but who wanted a better looking car than the standard Triumph - "Italian bodywork at its best, British tradition in sports car engineering at its finest."

At the time, Salvatore Ruffino was the owner of CESAC, the Italian company that distributed Standard-Triumph in Italy. He approached Standard-Triumph to supply chassis and mechanical components to build 1,000 cars. Ruffino approached a number of carrozzeria, including Zagato. He had not found a design that was to his liking and was later introduced to the young, Giovanni Michelotti.

It was this introduction that was to lead to the Triumph Italia. The resulting two door coupé, now referred to as the "slope-nosed prototype," was well received at the 1958 Turin Motor Show – "Italian artistry and British craftsmanship have come together and produced this new, superlative Italia 2000 Coupé." A second prototype was built with a revised nose and rear roof line. The change was necessary after road tests with the first prototype highlighted some handling issues. This second prototype was much closer to the final "look" of the Italia. The first prototype was converted into another car, quite possibly the second prototype. This second car still survives.

The 1959 Turin show featured another early car (probably Italia #3) on the Triumph stand and, by all accounts, the motoring press was impressed. The first two "show" cars were Italia #1 which was delivered to Standard-Triumph for testing and Italia #2 which was reputedly Ruffino's personal car.

These early show cars had many small differences from the later "production" run. The first 13 cars were assembled completely by Vignale. These cars have a number of different badges but not all appeared on all of these "show" cars. On the nose was a large "V" (for Vignale) badge, a "by G. Michelotti" badge on the bonnet, small "Vignale" scripts and a cloisonné Vignale-badge on the front wings, "Triumph Italia" on the rear wings with a set of Vignale crossed-flags (these are very similar to the ones on the S-T Vignale Vanguard, they are nautical flags for "V" and "S," the "S" presumably for Standard-Triumph), a large Vignale script on the boot handle and a "Triumph 2000" script on the boot.

After the first 13, Ruffino took over production on an assembly line he leased from Vignale for the remainder of production.

**Kevin Tinkler**





## Top O' The South

# THE TOP O' THE SOUTH REPORT

### NW2016 INTENTIONS

It's been a hectic 3 months here in Picton and the end of year silly season hasn't even started. Lots of callings on my time of late. Importantly, however, I've found a few minutes to register for NW 2016. All done. And accommodation booked too. Avril and I will take the TR3A south and sample some good old southern hospitality. We'll make a point of staying and joining the post Nationals tour. It's a beautiful part of the country and deserves another look..... (being a re-located Southern man, I'm unbiased of course)

A preliminary canvassing of Top O' The South members didn't elicit any other starters. Seems as though Avril and I will be the sole Nelson / Marlborough flag bearers. It would be great if we could field a stronger contingent. I remain hopeful as I write this, but time for registering and making arrangements is slipping by.

### A VISIT TO UGBROOKE COUNTRY ESTATE

I teamed up with the Nelson / Marlborough Classic Motoring Societies on their October 4th run to Ugbrooke Country Estate. TR Register members Brent and Helen made the trip too, but not in Brent's Doretti. It was off road waiting a new w.o.f. They arrived in Brent's other car. I won't divulge the make, knowing this publication sets high standards. Suffice to say, it comprises two letters, the first being an "M". The only concession..... it was British made!



Right make, right colour, wrong model

We assembled for the briefing at Blenheim, and after joining other classic cars from various parts of Marlborough, plus a strong contingent from Nelson, we set off on a nice easy drive to our destination. I found a

Triumph Stag for company. We followed it on the journey and at Ugbrooke we parked side by side. Not quite the right model, I know, but it bore the Triumph badge, and was sporting the right shade of green too.



## Ugbrooke House - even pre-TRs



Ugbrooke Country Estate lay some fifty kilometres distant, tucked away off state highway 1 on Marlborough's east coast. Ugbrooke House dates back to 1885. It's a grand design, and gracious, boasting stunning architecture and superb construction. It remains a survivor of the colonial settlement era, when the privileged elite built imposing mansions along the lines of those on the estates of the "old country". As promised, the current owners gave an interesting talk, outlining the history, and tracing the changes of ownership over the many years. And yes, we were treated to afternoon tea. Devonshire tea. Scones, strawberry jam, and cream. And coffee or tea for those with a thirst to be quenched.

An enjoyable afternoon out, and a chance to visit an imposing property unseen by many. And it was a welcome opportunity to spend time with Marlborough and Nelson colleagues. The Picton and Waikawa participants returned home ready for dinner. Those from Nelson interrupted their homeward run west, and dined at Havelock en-route.

## I WAS FLAGGED AWAY ..... NO SHOW

The Wairau Valley Youth & Family Trust held a fund-raising fair on Oct 10th. A request had gone out to local car clubs. They wanted a selection of cars displayed to add some interest and help boost the fund-raising effort. A worthwhile cause in my opinion, and one I was happy to support.

Came the day, and with the 3A cleaned and polished, tyres and tonneau cover

blackened, and the Register flag stowed on board, I departed bright and early for the venue. What a wonderful opportunity to unfurl the TR Register banner and have it on show, waving proudly beside the front of the Triumph. With the great flag debate currently gripping the nation, this would be my chance to fly a flag of real substance.

I shouldn't have been so smug. On arrival at the venue I was greeted with disappointment. No other vehicles turned up; mine was the only car available for display. Under the circumstances, the organisers weren't interested in the Triumph and saw little point in displaying just one car. It was a case of "thanks, but no thanks". I retreated back home to Picton, the Register flag still packed away and waiting another chance for an airing.

## **SEASONS GREETINGS**

From the Top O' The South group, seasons greetings. A very Merry Xmas and a TRuly satisfying new year to all. And to those participating in NW2016, we look forward to meeting in Dunedin

*Bill*

# *Spares News...*

## **Time for change.....**

As you are probably aware by now, Kevin Glover has decided to take permanent leave from the role of Spares Magician.

After a couple of years of tiki-touring in NZ during the summer months, Kevin has decided to explore NZ, and further afield, pretty much full time over the next few years. So, it's now time for me to step up full time (as the Sorcerer's Apprentice?).

I think we can all agree that Kevin had done a spell-binding job of the spares over the past years and for this – on behalf of the Committee and all members – I offer our profound thanks.

Kevin, we wish you all the best in your travels – and are more than mildly jealous.

Apart from the above, everything else spares related will remain the same.

- Please continue to send your requirements to [spares@tregister.org.nz](mailto:spares@tregister.org.nz) and I will respond as soon as I can.
- A full list of spares is on our website – some 500+ line items.
- Please use Moss Europe part numbers and descriptors when possible.
- If needed, I can be contacted on 0275487122
- All “new” spares are now stored in Panmure, Auckland (about 5-6 mins away from my home).
- 2nd hand spares will relocate early 2016.

### Other News:

- Spares & Indent Order - We expect to place our next spares and indent order around the end of March 2016, for arrival early June – there will be an email notice closer to the time.
- Pressed Panels - Please note that the price of pressed panels appears to have gone up by an average of 50% in the past year. Not good news for the renovation budget.
- Oil Filters – time for that oil change? We have plenty of filters at very good prices!

So, I sign off for now, waving my new magic wand, tripping over my new magician's cape and disappearing in to a dark orifice !!

*Ian Harris*

# TRansactions

## TR8 drive shaft

Part RKC 2890, new drive shaft

Offers please.

Robert Johnston  
Ph 09-5754151  
robert@dataquest.co.nz



## TR2 doorskin

1 left hand new suitable for cars to  
commission # TS4001.  
Moss Pt. No. 900491 RP

LH Long doorskin, current price is  
108 UK pounds + freight.

Price \$50.00 plus freight.

Contact Nigel Hayman  
**09 4255446**  
**ngh@clear.net.nz**

## Various parts

A set of five TR7 rims with bolt on  
covers for four wheels. \$200 ono

4 Minilite 205/65 R15 mags with good  
treaded tyres including chrome wheel  
nuts. \$1000 ono

One set of five 13 inch rims may suit  
Triumph Vitesse, Spitfire or  
Dolomite. \$200 ono

One good TR2 – TR3 Starter  
motor. Offers

Ian Macpherson  
075493311 or 0274909578

## Wire wheels TR3-5

Four 15 x 4.5 inch 60-spoke  
wire wheels to fit  
TR3 to TR5 silver painted.  
They were fitted to my TR4A and I have  
upgraded to new chrome wires.

About 10 years old and in very good  
condition. They come with 4 inner tubes.  
Please make an offer.

Contact Russell Taylor

[rustay@ihug.co.nz](mailto:rustay@ihug.co.nz) or (021) 511 511.

## One owner TR4A,

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

Phone Ashley  
(03)6126644.

# TRansactions

## Overdrive gearbox mainshafts

for converting standard gearbox to A-series overdrive.

\$125.00 each

Crown Wheel & Pinion, 4.1:1.  
Complete with crownwheel carrier, spider gears, etc.

Give your TR a 10% acceleration boost, and this ratio matches nicely with overdrive top.

\$295.00 ono.

Kevin Tinkler  
(09)410-7219  
[trkev@yahoo.com](mailto:trkev@yahoo.com)

## TR5 & TR6 and other Triumph PI Components

Injectors (exchange)  
Banjo bolts (exchange)  
Metering units (exchange)  
Bosch type fuel pump kits (purchase)

These items, ex Auckland, are from Prestige Injection, reputedly one of the leading UK suppliers.

They are being offered at competitive costs as a service for TR owners.

Robert Johnston  
09-5754151  
021942684  
[tr@dataquest.co.nz](mailto:tr@dataquest.co.nz)

## WANTED

### TR6

I would like to get back to a TR6, restored if poss,... (no rust) for driving and enjoyment.

I was with the register some years ago when I still had my 1972 TR6.

Sold it due to twins on the way (something had to go).

All years considered but must be a good example.

Colin Weatherall  
Mobile 0274733888

*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.*





Peter Drummond's TR by the lake at St Bathans



TR7...6...5...4...3...2...1...

0-60 in 9.9 seconds. 124 mph 5 speed box. Breathtaking mid-range acceleration. Superb handling and roadholding.

Driving a TR7 is like going into orbit.

Sadly though, it will soon be a blast off from the past. Because after this Autumn, the TR7 will no longer be made. So it's already a collector's item and the countdown has

started. For availability see your local Triumph dealer today, or telephone the TR7 hotline on 081 779 2264.

And right now your dealer could offer you an exceptional trade-in deal. Plus, if you buy a TR7 before September 30th, 1987, he'll give you details of a TR7 competition that's out of this world.

You could win a fortnight's holiday for two in Florida, USA, flying by Gowerde, staying in a first class hotel and including a trip to Cape Canaveral.

So take off in a TR7 and by the time you come down to earth again, you could be at the most famous launch pad in the world.

