

TRansmission





TRs been here??



Two nice line-ups on the after-tour



TRAnsmiSSion

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FRONT COVER

**Cars wait patiently outside
while Nationals crowd
enjoy lunch at
Glenfalloch.**

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



All I can say is if you missed the National Weekend event in Dunedin you missed an event that was up there as one of the best ever held. Under the guidance of Brian Hope and his organising team we experienced Dunedin and those wonderful driving roads we read so much about in each Deep South report. And yes, the roads and landscape is just as they describe, add a dollop of perpetual sunshine and we were convinced the climate just must be idyllic all year round. To get some 65 TRs to Dunedin demonstrated wonderful support of the event from members, many racking up many thousands of topless miles journeying to and from the Nationals. Despite the ever present reliability of our cars there was the odd mechanical problem although soon rectified by our supportive hosts and other knowledgeable members pitching in.

The after tour into Central Otago and on to the Mackenzie Country took the fine weather along and we experienced the stunning landscapes of the districts plus each other's company. All too soon it was time to take the long journey home. Ann and I did 2,300 miles (trouble free I might add) although a number did very many more.

The Forum is the opportunity for me to discuss with members various current topics and seek feedback. Among those canvassed this year were the Concours competition review, subs renewals, spares and use of the website or lack of. The feedback was extremely useful and has been reported to the March committee meeting. The intent is to continue the Concours' revamp, review the email method of sending out subs notices because the renewals response has been poor and somehow encourage more use of the website.

The Ellerslie Concours is the New Zealand premier classic car Concours competition. The Concours is a white glove job and the cars entered have to be of an extremely high standard. We try to choose a team of two different cars each year to create interest and we usually place well. The club display is also judged and because of the imaginative effort from the Auckland Group organisers this year the

Register pitched up third, a wonderful and deserved outcome for all concerned. February through to March sees many car display events throughout the country and our continued participation promotes the marque effectively.

As President I get to decide who might be the worthy recipient of the Presidents Cup for services to the TR Register. This year the recipient I am very pleased to announce is Kevin Glover for his work ordering and dispensing spares to us all for more than 10 years. This is a very time consuming role not only demanding a timely response to your orders but also replenishing stock, dealing with members' individual indent orders and checking off and dispatching parts from each shipment as well as all the paperwork. As you are aware Kevin has stepped down from the role as he and Glenis continue their travels in both New Zealand and Australia. The only problem I now have is to find Kevin to present the cup to him.

Sadly, late last year I learnt that we lost another long standing member. Mandy Chandler wrote to me advising that her husband Marke had passed away some time earlier. Marke was from Wanganui and when the family moved to Australia the TR3A and Spitfire were shipped across the ditch. Sadly Marke did not get to complete his TR restoration dream and Mandy hopes that their boys will complete it in his memory.

So for those of you that haven't heard the news the Hawke's Bay team are hosting the 2017 Nationals under the leadership of Graeme and Joy Thomas. As I understand it planning is underway, accommodation reserved and registration forms are to be published in the coming months. This is an opportunity to experience the delights of this region known for its Art Deco architecture, wine growing and lovely climate. You will hear a lot more from the organisers over the next year and we can do our part by supporting and registering for the event.

Now just kick back and enjoy reading all about Dunedin NW16.

Frank

EDITORIAL TEAM

TALK

Welcome to what might best be labelled the “Nationals edition” of Transmission. Your magazine is full of great stories about journeys and activities getting to Nationals, at Nationals, and on the “after-tour”.

For those who attended, you know what a success it was. For those of you that didn't, hopefully you get some pleasure reading (and seeing in the photos) what your fellow TR owners got up to.

Once everyone arrived, the weather was very kind, the roads were open and a nice combination of fast and winding stretches and the scenery wasn't bad. And of course the social activities were an opportunity for a lot of fun and fellowship.

Thanks to those of you who sent in the excellent articles and lots of great photos to choose from. Hopefully the photo selection in the Nationals feature pages gives readers a nice reminder or good feel for the great time had by all.

For those who want to do it again, or for those who regret missing out this year, Nationals 2017 planning is well underway and some early detail from Graeme and Joy Thomas and team is set out on pages 6-7. The previous Nationals held there was most enjoyable - it's a lovely part of NZ, with nice people, countryside, and roads. Don't miss it!

Enjoy your reading (when it's too dark or cold to be out driving or working on your TR).

Cheers

Stephen, Trevor, & Brian

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

TR NATIONALS 2nd—5th MARCH 2017

NAPIER



The Hawke's Bay Group warmly invite you to attend the 2017 National Weekend in Napier being held from Thursday March 2nd until Sunday March 5th 2017.

The accommodation will be based in Ahuriri, which is the old port area of Napier, and has views of the sea. We have organised some short runs taking in some countryside and historical features.

We cannot guarantee the weather, but our little patch of paradise does very well in the weather stakes (don't tell too many people).

So mark it on your calendars and start planning to join us now. Registration forms and accommodation details in the next TRansmission.

Happy MoTRing

Graeme & Joy and the Team

Waikato Wanderings



Greetings from the Waikato group.

Well, those from the Waikato who attended the very successful Nationals in Dunedin have returned with stories of a journey that sounded fantastic. Hopefully the Waikato team can provide some photos and stories for the next edition.

Prior to Christmas we made a rainy day dash to Raglan for some lunch; we are not quite sure why it always rains when we go to Raglan but it always does, I guess that's why the grass is so long in the Waikato.

Merv and Kay Thorburn put on a great tour using some of the Targa roads ending with a Christmas lunch at their home. We all got to enjoy the amazing country views just outside Te Awamutu and a good time was had by all.

Into the New Year, we have moved from endless rain to now being too hot to get into the TR! What is going on here! I have investigated the loss of horsepower to install air conditioning into the TR4 but I decided not to go ahead as I would have to put a non standard switch in the dash panel.

The group continues with the monthly meetings at the Masonic Hotel in Cambridge and are looking to attend the classic car show in Te Awamutu on the 3rd April. Also in the pipeline for April is a scramble around the streets of Cambridge.

In May we are looking to join forces with some of the Auckland group for a drive out to the Manukau Heads lighthouse.

So, it looks like we have some nice runs coming up and I hope you enjoy the photos on the facing page.

In the meantime,

Happy motoring from the Waikato Group



Getting ready to leave from Peter and Diane Parkers' place for our annual Raglan Fish 'N' Chip Run on 15th November 2015



If there is a bauble in the shot then it must be our Christmas Run on the 6 December. It was entertaining to see just how far the bauble could lean as we ventured around the corners; the faster the cornering, the greater the lean. The second shot was taken entering Otorohanga in the Mighty Waipa District

Peter.P

City of Sails Area Report

Hello again to the Faithful, the "Hard Core", and the Keepers of the Marque. In my last report in the lead up to Christmas we hadn't yet enjoyed the Pre Christmas breakfast which turned out a great success with 24 cars from TR, Auckland Triumph, Lotus, MG and a very nice original AC in attendance.



Selection, with the Whangarei sidescreens of Warren Thomas and Brian Cannons in the foreground.

2016 dawned to a typical January with all the seasons on display, from bright sunshine to torrential rain and everything in between. However, we were still able to get the hair in the wind with all the classic car clubs having events to enjoy. First opportunity for the Auckland

TR members was to join with Club Lotus and the run to Hampton Downs Racetrack for the Historic Racing Clubs celebration of Porsche. A beautiful day dawned and 4 TR6's joined with 7 Lotus for a day to remember.

February brought a packed calendar with the Ellerslie Concours D'Elegance and the TR National Weekend in Dunedin clearly the highlights, and plans were in place to make sure both were to be successfully enjoyed. For the Ellerslie event a fine collection of cars was expected to make up our team display and two quality cars were to be prepared for the white glove judging within the ring. The theme for this years event was 'Love Story' as it coincided with Valentine's Day Feb 14th, and as you know, I asked the question of our membership what the length of ownership of our cars was! The length of ownership showed to all the 'Love Affair' that we TR owners enjoyed with our cars and 110 owners shared 1703 years of that love affair. Stephanie Booth had a large poster made featuring models, colours and phrases associated with all TRs and this along with flowers and wine in each car, and a carefully positioned display, were enough to earn us third place in the teams display event. (As an aside an A3 poster size version of the large poster can be available for print at a smallish fee if members are interested, please let me know).



TR's 2, 3, 4A, 5, 250, 6, 7 and an ex race 7 V8, with the Poster in view.



With the TR2 of Ian Macpherson and TR6 of Robert Giboney fantastically prepared by an enthusiastic team (see photo above), the Register was well represented within the harsh gaze that is the white glove judging, and many visitors commented on the fine presentation of both. Fifth place in this competition, with good scores for both cars, reward indeed for the Register contribution to another great day.

Many thanks to Jan & Marianne Hendrix for once again allowing us to prepare the cars in their shed, that car hoist a brilliant aid to the preparation. Also thanks to the great team of volunteers who turned out to lend a hand and some sweat to the prep, couldn't have done so without you all.

While we missed the Galaxy of Cars event this year, and the Coromandel Goldrush, the Auckland calendar is fast filling to overflowing and unfortunately we can't be represented at all of them, a sorry situation.

We did however have a presence at our own National Weekend in Dunedin, with 5 TR6's and the TR8 of our President making the trip down from Auckland, while Warren Thomas and his wife made the trip all the way from Whangarei in their TR2, a fine effort. My personal experience of the National Weekend was heightened by the fact my partner Linda joined me for the weekend as well as the After Tour, flying into Dunedin Friday afternoon in time to be ready for the awesome dinner at Larnach Castle. What an awesome weekend the Deep South Group organised for us all to enjoy. They promised to have a great weekend and delivered on that promise in spades and I doubt that any of those who attended would disagree with that.

Highlights for me, Larnach Castle and the 'Haggis ceremony', that Scotsman had a passion only rivalled by our own, lunch at the beautiful gardens on Otago Peninsula, the Saturday run through the south of Dunedin including Milton and Lawrence. It was all great! Thanks and a huge well done to the Deep South organisers.

In the A Teams run to, through and from the National Weekend, I clocked 3200 odd miles in 16 days driving some of this country's most beautiful and scenic roads. All but 1 and a half days of which we did with tops down in true roadster fashion. Unforgettable!

On a more personal level I want to thank publicly Mark McLachlan who stepped up in my moment of need and proved what a wonderful group of people we TR owners are. During the drive back from Lawrence on Saturday, with Linda driving, I realised one of the rear universal joints was noisy and on the way out! At the dinner that night at Balmacewen Golf Club I asked if anyone could help me out Sunday morning, so that our After Tour wasn't a short one. Mark offered use of his garage and a spare UJ he had to make sure we were able to continue. Little did he know what he'd let himself in for!

8:00am on Sunday, the last day of the National Weekend, Ian Ramage and I turned up at Mark's to undertake what should have been a fairly straight forward procedure, Mark was all organised in his garage with jack, compressor on and ready, radio going, outstanding. Over tight wheel nuts were just a hint of what was to come, as we discovered once the axle had been withdrawn and one very dry UJ came into view. No grease nipple and therefore no grease, and no wonder the UJ was tight. Over to Mark's 20+ years old vice (a relic from his apprenticeship) and we set about disassembly of the connection, usually done in under half an hour using said vice to press out the caps. Alas, this was not the case as the vice gave in before the tight UJ and I managed to first crack, then break the front of the vice altogether. (They breed us JAFAs tough you know). Long story short, we managed to drift out the UJ using broken vice as an anvil, installed good UJ and reinstated axle, wheel and tyre, and allow Mark to head off for the end of weekend lunch at Oamaru! Awesome Mark, thanks to your help and generosity we were able to not only finish the weekend but also complete the After Tour, and the long haul home to Auckland. Outstanding! Thank you so much.

Mark was not alone with his offer of help either, with 3 others offering assistance in one way or another. What an Awesome group of people you TR owners are, I am so proud to be able to be amongst you all.

With March quickly drawing to a close we look forward to the Waikato Group's event, the Te Awamutu Car Show and Swapmeet in the first weekend of April and a couple of local runs to follow. As long as the weather holds there are bound to be opportunities to get out amongst it.

Happy MoTRing and enjoy your TR's.
Steve Martin

Steve Martin



THE GRUBBIEST CAR AT THE CAR SHOW

Early March each year the Classic Motoring Society hosts a charity car show, the proceeds from which are donated to Hospice Marlborough. As has been my lot for the past four years, I don my Classic Motoring hat, put the TR3A on display and help with marshalling.

This year, we'd only been back from NW2016 a few short days when I volunteered to do the "car show thing". The Triumph was still dirty, and largely unpacked, for I hadn't sorted and tidied since arriving back in Picton.

The show is a spectacle of car pride..... well over 300 vehicles, paint work polished and buffed, tyres blackened and chrome sparkling. Ordinarily, I'd have lavished similar attention on my TR3A and it would have taken it's place, just as well groomed, alongside its showmates. This time I chose to display it in the condition in which we arrived home – battle scarred and dirty.

The Triumph made its appearance. It found two Triumph Spitfires to park beside, and to be honest, both were polished to perfection. No doubt their owners would have been embarrassed when I chose their cars for company, but mine was unashamed of its scruffy appearance. It had a story to tell. So there we parked, it's panels caked with McKenzie Basin grime, it's windscreen badly cracked, tyres no longer nicely blackened, the front wheels dulled with brake dust, and my suitcase of possessions still strapped to the boot rack.

I sensed a promotional opportunity here. I wrote a story explaining the car's condition, and attached it across the windscreen. Interested spectators would have read that the car has just returned from the TR Register's National Weekend in Dunedin, that we spent 11 days on the road, that we covered 2,753 kilometres. They'd have read of all the towns we'd passed through, of the sights we enjoyed, and the places we stayed. But most important of all, they'd have read that these are fun cars..... to be driven and enjoyed.

There was no prize awarded to the dirtiest car. Knowing we had raised \$7,600 for the hospice was reward enough.

Bill Rogers





Deep South Group

The first report for 2016, what a start to the year we have had down here in the Deep South.

We started the year hosting the Triumph and Standard section of the Vero International Festival of Motoring. This took the form of a picnic run out to Moeraki. Unfortunately nobody told the weather gods that we were to have a picnic, the heavens opened and we had rain for the whole day. The turnout of cars was very good (18) considering the weather and they all seemed to enjoy themselves. Instead of picnicking, they all adjourned to the Moeraki Tavern for lunch and refreshments, much to the delight of the Management! The only ones crazy enough to persevere with the picnic theme were Brian and Susan and Trevor and Jane who, after eating their rained on sandwiches, admitted defeat and adjourned to the Tavern too.

The next day was the exact opposite and we had a beautiful sunny day. Robin and Owen Penno had arranged, along with the fundraising committee of the local Waikouaiti Museum, to cater for all the entrants in the Vero Rally (600 odd cars). This equated to 900+ morning teas and 900+ bagged lunches. To assist our Deep South members in their venture, Jane and I went out to give Robin and Owen a hand. This was quite an experience and also a great way to see all the vintage cars, even a couple of TRs.

This year's Fish 'n' Chip run was held in February. Starting at the Logan Park High School car park we headed over to Waikouaiti via Port Chalmers, Mt Cargill and the Warrington / Seacliff / Karitane coast road. After visiting the local fish shop and purchasing our Fish 'n' Chips we drove to Owen and Robin's for a very pleasant evening around the table with our parcels. Thank you Robin and Owen for hosting us for the evening.

The 2016 Nationals. They have been and gone and we all survived. All the planning and preparation paid off and once again we had a very successful time. It kicked off with the Thursday night Formal Welcome by the Mayor of Dunedin, Dave Cull and this was followed by a Buffet Dinner.

Friday saw the Concours Competition held on the lawn of the Leisure Lodge, a picturesque setting which formed a wonderful backdrop for the cars on show. Colin and his team were very efficient and all the judging was over in 2 hours.



Chief judges hard at work

Those not involved in the Concours event took the opportunity to check out the various other attractions that the organizing group had arranged. These included Retail Therapy, the Museum Butterfly House, the Art Gallery or walks in the Botanical Gardens, just over the road from the accommodation. The committee ran a shuttle service for those wanting to go into town, a service which proved very popular with the attendees.

At the conclusion of the Concours, everybody gathered at the Leisure Lodge before heading off to the Glenfalloch Woodland Gardens for lunch with several taking the opportunity to walk around the gardens. After lunch the tour continued on down the Otago Peninsula, returned back over the top road, dropped down to Tomahawk, along Victoria Road through Corstorphine, over the new Lookout Point bridge, along Highgate and back to the Leisure Lodge.



Relaxing over lunch at Glenfalloch

A very happy and talkative group boarded the buses at 6.30pm to be taken to Lamach Castle, travelling along the high road with its magnificent views over Dunedin and north as far as the Otago Heads, to the venue for the "Touch of Tartan" Dinner. Upon arrival at the Castle, we were greeted by a piper to add to the Scottish theme of the evening. Before heading inside to dinner we were all herded into a group for the official group photo then it was down to the



Ball Room for the night's festivities and dinner. The entertainment took the form of the "Address to the Haggis" very ably performed by the Haggis ceremonial host, the piper and several members of our TR contingent.(President Frank, Jenny Tong and Pratty) and a bottle of whisky. The bonus of being in the official party is you get the opportunity to toast the Haggis with a nip of whisky. It proved to be a highlight of the night and introduced many to the Haggis Ceremony and their first taste of haggis!

Saturday was an 8.45 briefing for a 9.00am start before leaving on a tour of the eastern coastline as far as Kaitangata before heading inland up the Clutha Valley to Tuapeka and then over to Lawrence for lunch at the Lawrence Historic Machinery Museum. One of Lawrence's claim to fame is that it was the town where Gabriel Read discovered gold in May 1861 which lead to over 11,000 miners rushing to the area. Several of the group also took the opportunity to explore some of the historic buildings that the town is known for. After lunch, it was on the road again returning to Dunedin via Milton, Outram and Three Mile Hill.

A great night - the concours presentation and dinner



6.45pm saw us on the buses again, this time to The Otago Golf Club for Dinner and the presentation of the concours trophies. It proved to be a great night for the Deep South Group with many of our members taking out trophies. Pride of Ownership, Jade Lloyd 1st, Ian Gray 2nd; TR2 & 3 Modified, Tom Mulqueen 1st; TR4, TR5, TR250 Modified, Stephen Higgs 1st; TR4, TR5, TR250 Standard Class, Mark McLachlan 1st, David Wright 2nd.; TR7 TR8 Modified, Alan Park 1st, Keith Allott 2nd; TR7 Standard Class, Bev Allott 1st. It proved, if you put the work in. the silver ware will come your way. The standard of cars this year was once again exceptionally high and a credit to all those who entered the concours.

It was a very merry group that boarded the buses to return us to the Leisure Lodge, with several members having to endure a fair amount of ribbing for winning their various class trophies.

Sunday, the final day of the Nationals. The tour today took us over Mount Cargill, around the coast of Warrington, Seacliff, Karitane and on to Waikouaiti and Palmerston. From there it was through Trotters George before turning back to the coast at Waianakarua. Unfortunately, the Waianakarua Road was closed so a hurried alternative route had to be found further up the road. Gail and Stephen Higgs did a great job redirecting entrants to this alternative route and while doing so they managed to gain a new Deep South Member!

The end of the Nationals' lunch and presentation of the final awards was held at the Brydon Hotel in Oamaru. The members were also invited to be present at Napier next year for the 2017 TR Nationals. This time we will be hosted by the Hawke's Bay branch of the Register.



Bill Rogers receives the Best Vibe trophy

Another Nationals over! Our sincere thanks to Brian for organizing the accommodation, dining venues , the MCing and chairmanship, to Susan for the menus and bookkeeping. Colin and Jo for the concourse organising and judging (and also the endless supply of chocolates), Bev and Keith for organizing the Deep South Group to bake and wrap the home made cookies we all received on registration, Peter and Lauren for organizing the fruit and beer, Trevor and Jane for the routes, route sheets and Jane for proof reading, Hope and Sons for all the printing, design and layout, the AA for the "Goody" bags and the Post Tour maps and finally to the whole Deep South Group for their help and support over the whole event.

You have all done us proud!

Jane and Trevor

The Nationals Organising Committee (minus Trevor taking the photo) together sorting out the detail of a hugely successful and enjoyable Nationals.

I am sure I speak for all who attended when I say thank you all very much.

Stephen













Our thanks to the Deep South TR club for letting us participate in the TR Nationals and the runs afterward. Although our contributions were limited to counting and packaging cookies and providing port-side ballast to a pair of TRs, you welcomed us as new friends.

The entire experience is memorable, and the 200-odd photos we took of the beautiful NZ countryside, the spectacular collection of lovingly restored and maintained iconic British sports cars, and the excellent venues selected for social evenings and fine dining will re-enforce our memories for years to come and help us share our unique experience with family and friends in the US.

Many thanks, and best wishes for an equally great experience next year in Napier.

Nancy and Ray Matthei, Owego, New York.



MASTERS CLASS

1st Ken Pfeffer TR5 **2nd** Grant Burgess TR6 **3rd** Alan Hylton TR4

TR2/3 MODIFIED - TINKLER FAMILY TROPHY

1st Tom Mulqueen TR3 **2nd** Jim Davis TR3

TR4/5/250 STANDARD

1st Mark McLachlan TR250 **2nd** David Wright TR4

TR4/5/250 MODIFIED - ROBERT JOHNSTON TROPHY

1st Stephen Higgs TR4 **2nd** Grant Wightman TR5

TR6 STANDARD

1st Robert Gibboney **2nd** Warwick Protheroe

TR6 MODIFIED

1st Barry Tervit **2nd** Barry Ricketts **3rd** Belinda Rooney

TR7/8 STANDARD - BRIAN KINGE MEMORIAL TROPHY

1st Bev Allott TR7 **2nd** Lyn Scott TR7

TR7/8 MODIFIED - MENCE FAMILY TROPHY

1st Alan Parks TR7 **2nd** Keith Allott TR8 **3rd** Trevor Cullimore TR7V8

PRIDE OF OWNERSHIP

1st Jade Lloyd TR2 **2nd** Ian Gray TR2 **3rd** Neil Teika TR6

CLASSIC COVER CUP - HIGHEST OVERALL POINTS

- Mark McLachlan TR250

PEOPLE'S CHOICE - Val and Lyn Scott TR7

BARRY WILSON MEMORIAL TROPHY- BEST VIBE AWARD

- Bill Rogers

PRESIDENT'S CUP - Kevin Glover

ENTHUSIAST'S PLATE - Steve Brettell



The Post Nationals' Tour 2016

Day 0 - Sunday 28 February

For all who registered for The Post Nationals' Tour, it started on Sunday afternoon with a Guided walk of the historic buildings of the historic area of Oamaru. This proved to be very informative with the tour guide, dressed in period clothing, taking the part of a Mr A. McMaster, one of the early run holders in the Oamaru area. We learnt how the railway played such a large part in the development of the town and why the town has such a wide main street (to allow a full bullock team to turn.) After an enjoyable dinner it was early to bed to be ready for an early morning start the next day.

Trevor and Jane Payton

Day 1 - Monday 29 February

Monday 29th February and following a quiet night in the Brydone Hotel, Oamaru, and breakfast for most, we met in the entrance to the hotel carpark for a briefing and issue of instructions. Led by Brian Hope and Trevor Payton the briefing hinted at the exciting day ahead.

9:00ish and the after tour participants once organised set off on the first leg of the day's journey, through the streets of Oamaru and down SH1 to Palmerston. The photo right disguises the fact it was probably the coldest start to the morning we had endured to date, and the wind soon made its presence felt on the exposed run South. Right at Palmerston and within 15 minutes a left on to Macraes Road and the short run up the hill to Macraes Flat and Oceana Gold's open cast gold mine.

Quite a spectacle to behold, the biggest hole in the ground a number of us had ever seen before. The wind and cold still in evidence, the view from the top while spectacular was unfortunately short lived.



So, on we drove through some outstanding scenery which the Maniototo has in spades, via Hyde and parts of the Otago Rail Trail, to Ranfurly for coffee, and a little rest from the road. On from there through Wedderburn and Idaburn, then left and along some speedy open roads through Oturehua to Ophir and across the historic bridge before once again joining SH85 for the drive in to Clyde. A cruise through historic Clyde and a view of the dam was spoiled for me only by an increasing awareness of something not right with the steering on my TR6, bugger! Even a pause for road works on the Clyde to Cromwell road couldn't distract me from the nagging feeling that I may miss out on the highlight of the day, just 20 minutes away in Cromwell.

We eased in to Cromwell, past the Golden Gate Lodge (to be our home for the next 2 days) then left on to SH6 and the short drive to “Highlands Motorsport Park”. (The reason for my unease became obvious with a fast deflating right rear tyre, phew, is that all?) Lunch at the Nose Restaurant with the rest of the party followed, a Buffet, before a quick dash to the gas station (no free air) then on to the Golden Gate and a tyre change before the dash back to Highlands Park for the highlight, a couple of controlled laps around the racetrack – WooHoo!!!

That over too soon, we enjoyed the displays within the Highlands Park museum. Extensive, varied and impressive do not fully explain all that lies within the walls, the photos attached a brief example.

Following such a highlight the rest of the afternoon was set aside for check in at the Golden Gate Lodge and a few light refreshments, before meeting later for dinner.

We, the A Team, (self proclaimed of course) chose to take the opportunity presented to taste some of the fine wines available within the Bannockburn region, with a visit to Mt Difficulty, and what turned out to be for me more of a highlight than even driving the famed Highlands Park track (more to follow). Dinner was shared with all on the After Tour that evening at the Golden Gate Lodge, and very nice it was indeed.

A fantastic day had been promised and delivered by the organisers, with high points shared across the day and the 300kms of fine driving roads and scenery. Highlights for all involved, with my own being the announcement to all of my engagement to my partner Linda, that day at Mt Difficulty.



The A Team at Highlands



Dick Marshall shows his interest in all things American.

A fine start to the After Tour, and a hard one to top! Well done Deep South!

Steve Martin

Day 2 - Tuesday 1 March

After the TR Nationals and the first day of the tour, we thought the organisers would be hard-pressed to outdo the last few days – well we were wrong!

We woke to a blue, cloudless morning in Cromwell with a nip in the air that had us all scurrying to find woolly layers (essential for hood down motoring). We took the opportunity to grab a picture of the 3 TR's from the Waikato together with the glorious sky and mountains in the background.

At the briefing we were told that the day's run was all in your own time. Meandering and exploring was very much encouraged with no schedules or timeframes to keep to. Some general instructions were given with suggested to places and things to do and visit.

We made up a TRio of white TR6s that travelled in convoy through the Kawarau Gorge past the Goldfields mining centre, 'Roaring Meg' dam, Gibbston (the 'Valley of Vines'), and the the A J Hacket Bungy before parking in a leafy side street of Arrowtown and having a wander through the quaint historic township, shops and eateries. It was rumoured that an engagement ring was also bought by one TR couple while stopping here...

An essential stop was the 'Remarkable' sweet shop to purchase thank you 'goodies' for people back home.



Continuing on we went through Arthurs Point and over the Shotover River in to bustling Queenstown. Some of the Auckland TR contingent were cheekily offering (outside a cafe on a roundabout) to take our coffee orders as we went past J Deciding not to brave the crowds of tourists, we kept on the gorgeous winding road (with the TSS

Earnslaw steaming along the lake beside us) to the end of Lake Wakatipu and the enchanting little village of Glenorchy where we joined a group of TR's parked at the lakeside and had a delightful picnic lunch whilst watching the tourists having rides on the jet boats and having the TR's being photographed by other tourists. The mountains surrounding the town were clad with a rather decent lot of snow surrounded by fluffy clouds – very pretty and the reason for the 'nip' in the air.



We had a quick stop in Queenstown on the return journey

(for nostalgias sake), but it was very crowded so we pressed on back to Cromwell – with Steve looking longingly at the Highland Park circuit as we went past it again (he really enjoyed his chance to drive around it!).

Not quite ready for calling it a day, Steve and I decided to go and explore Old Cromwell Town historic precinct. These buildings had escaped being flooded over as the waters of Lake Dunstan began to rise behind the Clyde Dam. Most are now used by



Old Cromwell Town

crafts people and artists, or have just been preserved - really fascinating.

Another excellent and truly relaxing day – we would say our favourite of the whole event - ending with another get together with other TR people for dinner and a new day of adventures to come....

Many thanks for a wonderful experience

Cazna and Steve Payne

Day 3 - Wednesday 2 March

Another great day dawned bright, sunny and cold... again! We were heading for the Crown Range, Wanaka and Lindis Pass before ending up in Twizel for the evening. a distance of about 350 kms.

We had the morning briefing and said goodbye to the Cazna & Steve Payne in their white TR6 as they were heading home early due to some car issues.

The 3 Auckland TR6's (Ramages in Black, Martin in Blue and the Booths in Magenta) which had toured down the West Coast, prior to the National Weekend, were joined by Trevor & Jane Payton in their Red TR4A for the run through the Kawarau

Gorge to the start of the Crown Range, which while a great run was spoilt by slow trucks and very slow tourists who could do no more than 25 kms up the switch back road to the top.



Top of the world! Crown Range summit.

We had the obligatory photo stop at the top (photo previous page) and then moved on to the Cardrona for brunch. A lot of the cars were there still as we were the last to arrive. It was very good too. We met up with group of bikers at the pub, on Harley Davidson's and Triumphs, who were on a South Island tour. They were lead by the British biking TVstar who went round the world on bikes with Ewan McGregor a few years back.



**Classic cars
outside classic NZ pub**

After brunch and more photos outside the pub, we headed for Wanaka in glorious weather and made for the Toy and Car museum at the airport. Steve Martin's (French Blue TR6) partner, Linda, decided to go ring shopping in Wanaka while the boys looked at the cars. We were joined by Ann and Frank in the TR8, while the boys looked at cars, the girls found the bar and enjoyed a cold beer in the sun.



Bling Bling Bling

Linda's trip to Wanaka was successful, and she found an engagement ring (surprise that!).

So back to Wanaka to get the ring and a glass of wine in the sun. More photos. Then it was off to Twizel via the Lindis Pass. The run through the pass was fantastic, fast and exhilarating as there was little traffic and the need to press on due to the lengthy stop in Wanaka.

9 minutes out from Twizel, Steve and Linda, in the French Blue TR6, had their 3rd puncture of the tour. This involved all 3 of our TR6's in the recovery as Steve had the spare tyre, Murray and Steph Booth had the

wheel brace and I had the jack.

All sorted, we made it to Twizel for drinks at the Lodge, outside on the lawn and another buffet at the hotel.

Once at the Lodge we heard of Brian and Susan Hope's little issue, on arrival at the hotel, the alternator died and the car would not start. Impeccable timing. It was taken to a local garage where bits were organised and it was fixed 24 hours later.

A great day was again had, travelling from Cromwell to the McKenzie High Country in perfect weather, and the first glimpse of Mt Cook was stunning.

Ian Ramage



Last day - Thursday 3 March

It was a crisp misty morning in Twizel when we headed off with Picnic's packed and tops down on our final tour day to Mt Cook. Following the canals past salmon farms, fishermen and dry barren hills and flatlands we arrived at Lake Ohau. Then more canals and up through the mountains of stacked rocks to SH8, where we got our first view of Aoraki/Mt Cook across the beautiful blue waters of Lake Pukaki.

We travelled up the western side of the lake and through the valley with spectacular views of sheer cliff faces, shingle slides and snow covered peaks to arrive at Aoraki/Mt Cook.

We viewed the new Ed Hillary museum at the Hermitage and continued on to the Hooker Valley where we enjoyed our picnic with perfect cloudless views of the mighty mountain.

We headed back to Twizel after a guided tour of the Ohau C Power Station and enjoyed a lovely farewell dinner at the Mackenzie Country Inn.

Thanks to Jade and Paul, our guides for the day.

Julie Hoffman



Hawkes Bay Happenings...

I am writing this report a little early as Joy & I are heading down to Dunedin for the National Weekend and won't be back before the Transmission deadline. Another edition means a quarter of the year has gone already. Time certainly does fly by.

Early December we had a Christmas BBQ, a very small gathering at our place to celebrate the upcoming holidays.

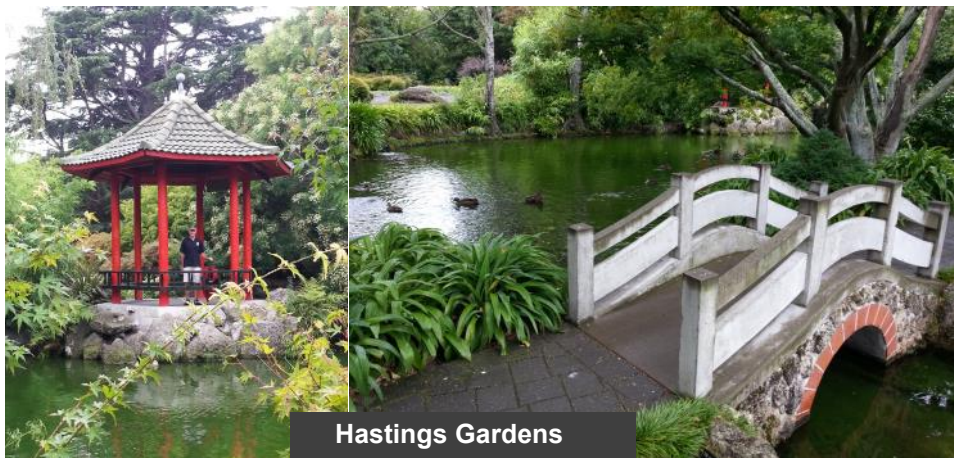
Our first TR run for 2017 was on the 10th of January. A fine, warm day with a strong Nor'westerly blowing. Three cars met at BP Bayview (Bruce Hislop in TR2, Maree & Steve Bevan with two grandsons in TR6 and Mazda and Joy & me in LT2). A pleasant drive north along the waterfront at Whirinaki then turning off the main road heading for Waipatiki Beach. The road travels over undulating countryside with wonderful views across the sparkling blue sea to Napier Hill and port.



Bevan's TR6 at Waipatiki

Arriving at Waipatiki we parked in a grassy area with trees protecting us from wind and the heat of the sun. A picnic lunch was consumed over general chat, then we walked down to the beach. A small surf and I must say rather cool sea, but a lot of people in enjoying it. The beach is sheltered from the west winds by the bluff that runs out into the sea and in fact the wind here was from the east. The Bevan boys (juniors) braved the water – funny how kids don't feel the cold so I joined them. It certainly wasn't anywhere near our pool at home which is in the low 30s! but very refreshing (I think that is what you call it). After a warm up in the sun it was back to the cars and a pleasant trip home. As we reached the high points of the road the very gusty westerly wind was again blowing and we could see a cruise ship heading out of the bay. Overall a very pleasant day out.

A long weekend at the beginning of February to celebrate Waitangi day was an ideal opportunity for another run. The weather had been very warm and quite settled for a while so we looked forward to a sunny day on the 8th. Not to be. We woke to an overcast and drizzly morning although forecast to clear. As I had been busy cleaning the TR for its trip to Dunedin we decided to take the Lotus and off we went to the meeting point in Hastings at the Chinese Gardens. This was opened in 1989 to commemorate the Twin City relationship with Guilin in China. Armed with an umbrella Joy and I wandered through the gardens, which was a very tranquil place to be. The drizzle



Hastings Gardens

stopped as we waited for the troops to arrive – but no one did. We decided to do our own Winery Run visiting Abbey Cellars (wine and craft beer) and Te Awa Farm where we checked out facilities for possible use during next year's Nationals.

Yes, the Nationals are to be held in Hawke's Bay in 2017. This will be the third time for the Bay. Bruce and Trish Hislop organised the event in 1998, a small team led by Ron and Pam Robbie organised it in 2008 and now a very enthusiastic team has started sorting out the 2017 event (Joy & I, Ray & Carol Weir, Steve & Maree Bevan, Bruce & Trish Hislop and Bruce & Susie Ironside with input from other members). Joy & I really appreciate the work put in by this team.

So start planning for a trip to Hawke's Bay next year. There is further information on the weekend elsewhere in TRansmission.

Safe & Happy MoTRing

Graeme & Joy

PTO for post-Nationals Hawke's Bay "postscript"

We would like to extend our thanks to the Deep South Team.

It was a privilege to visit Dunedin and experience the wonderful Southern hospitality.

From the O Week (good Otago University culture), Glenfalloch Gardens (yet again more food!), The Otago Peninsula (a wild and windy experience complete with seals).

A magical evening at Larnach Castle with piper and the traditional Haggis ceremony truly memorable and hilarious. (Amazing ... Ask Belinda what he had under his kilt!!) A great venue, meal and evening shared.

The Deep South Group yet again produced a great Saturday, top TR weather, for a tour heading for the Southern coastline, windswept and picturesque, a few stops along the way as we made our way to Lawrence .. what a find! An unusual pond with chairs scattered and resting places to enjoy our huge packed picnic lunch.

Dinner at the Otago Golf Course (the oldest club in NZ). A great meal, presentations, loads of laughter and chatter, we even had entertainment on our bus ride home - Steve (Scotty) you were in fine form, another perfect evening.

Who took home the very unique placemats? Well done.

Sunday arrived way too quickly, we loaded our car ready for our last tour with fantastic people and wonderful TR's, everyone ready for yet another enjoyable Southern trip this time along the Northern coastline to Oamaru, some great stops and vista's along the way.

What an amazing Deep South event, We envy your roads and your very welcoming hospitality. Graeme and I always say you cannot beat it.

Following the luncheon we wandered around the historic part of Oamaru before heading north to spend some time with family and friends in and around Christchurch. A great catch-up. The central city rebuild is slowly progressing with buildings like the Deloittes block perhaps setting the trend. On to Nelson via Kaikoura, stopping to watch a huge pod of dolphins (hundreds) frolicking just off the coast, and the young seals at play in the stream on the way to Ohau Falls. A few days catching up with Ian and Lyn (Ex TR250 owners) and then across to Waikawa Bay for a couple of days of time out for us. A rough crossing of Cook Strait and drive home in drizzle and cool temperatures. 1900 miles completed and not a problem until arriving home when the cooling system sprang a leak. Oh well I guess that will give me something to do for a few days.

Thanks again to the Deep South Group

We look forward to hosting everyone next year

Happy MoTRing

Loy & Graeme



Top O' The South

THE TOP O' THE SOUTH REPORT

Greetings all. What a great spell of weather we've had this season. The country was blessed with a summer to remember. We hope you wheeled your Triumphs out and made the most of it. And to those at NW2016, we trust you arrived home safely and without incident.

From Top O' The South, I give an update on a few of our cars and I finish with our account of the highlights of NW2016.

ANDY LEE'S TR6

Andy's story featured in Sept 2015 edition of TRansmission. Earlier that year he'd purchased a TR6, decided to strip it down, restore it, and about the same time elected to join the Register.

I'd caught up with Andy just as I started writing this.. He's completed the re-build (see photo inside cover) and is now the proud owner of one very very smart looking vehicle. He's been out on the road. Short trips. And sightseeing, enjoying the scenery of his Nelson province.

The car's off the road temporarily while Andy sorts an issue. Hopefully nothing too major, but there is a fuel supply / delivery niggly. Robert Johnston has kindly offered to help trouble-shoot, and with Robert's knowledge and experience, I'm sure we'll see Andy back behind the wheel in no time at all.

BRENT CAMERON'S DORETTI

Brent's Doretti is laid up at the moment. A few small issues to be sorted. More time consuming than expensive, but lack of time's the factor. Brent's work obligations keep getting in the way. Once he's sorted and back on the road I'll try arranging a Top O' The South get-together. We're a widely scattered group here in Nelson / Marlborough, so a venue mid way between the two provinces, "in no man's land" might be the go. There are cafes in Rai Valley and at Pelorus, equidistant between Nelson and Picton, and worth considering.

IAN JOHANSEN'S SURPRISE VISIT

I hadn't met, or heard of Ian, until he turned up from Nelson in his beautifully restored TR2. He arrived during March to support the Classic Motoring Society hospice car show in Blenheim. Apparently he had been a Register member some years back, but dropped his membership. The reasons..... work obligations, plus the fact that the Top O' The South group was inactive.

I'm not in a position to help ease Ian's workload, but will certainly encourage him back to re-sign. In this connection I've already added him to my email list, and he'll be kept informed of TR news and goings on in our Nelson/ Marlborough regions.

A TR3 MAKES A FLEETING STOP-OVER

Early in January I received a phone call from a Picton mate. His neighbour had arrived home towing a 1957 TR3 on a car salvage trailer and perhaps I should come and meet this neighbour of his. I did. I wasted no time.

The neighbour was Tony Bullen. And yes, he was the new owner of a badly run down TR3. It was a Trade Me purchase from Otago and a formidable restoration challenge. But Tony was up to the task. He'd played about with restorations before and had already started removing body panels. He and his lady were looking forward to the time when the car was finished and both expressed a keen desire to join the Register and its Top O' The South Group.

Fast forward 2 months..... The TR3 has gone! Not long after acquiring the 3, Tony purchased a launch (also a restoration project) and anticipating not enough time to work on both, he flicked the Triumph off. Before doing so, he'd managed to free the seized motor, remove most body panels, deal to much of the rust and carry out a bit of rust prevention work.

From the Top O' The South point of view, it's a shame the TR3 has re-located. It would have made a most welcome addition to a region with very few Register cars. On a positive note, however, I understand it's now with an enthusiast in Hamilton, who, on the earlier occasion, was outbid by Tony. I believe our Registrar Kevin is hot on its trail, so maybe all will not be lost.

NO PRE XMAS LUNCH

The Classic Motoring Society planned marking Xmas with a mid December run. A leisurely drive to a countryside spot, a festive bbq lunch, and an even more leisurely drive home. I'd intended taking part. A final outing for 2015 and a little story for TRansmission. But come the day, and the weather had gone pear-shaped. Uncharacteristically for Marlborough, but definitely pear-shaped. Wind from the south, with steady rain. I stayed home, but not too disappointed. NW2016 was looming and there'd be driving aplenty. A half day outing with the Classic Motoring Society paled into insignificance. So, on that note, let's talk about our highlight of the year - - - - - NW2016

NATIONAL WEEKEND 2016

Gee, Avril and I are glad we attended the Nationals, We had a most wonderful time. And of the "after-tour", we cannot speak highly enough. Special thanks to Trevor and Jane Payton, Brian and Susan Hope, and their capable helpers, for planning and running such an enjoyable event. Southern hospitality at its best.

Doubtless others will comment in detail on the occasion, and of their travels to and from the venue. That being so, let me flag some of the stand-outs from our point of view. Firstly, but standing out for the wrong reasons, while heading south between Christchurch and Dunedin..... Roadworks!!!! Unbelievably lengthy delays and frustrations. And then at Oamaru, exactly as forecast, the rain set in and stayed with us all the way to our destination. Ordinarily, I'd have carried on topless, relying on the windscreen and tonneau cover to deflect the bulk of the rain. On this occasion I had Avril in the navigator's seat, and as a concession to her comfort, and amid the showers, I wrestled the top up. It shed most of the water, but dripped on us now and then. A damp reminder of inferior British canvas work.

Of a memorable note, there were many. The splendour of Glenfalloch Gardens, the grandeur of Larnach Castle and of Dunedin City lights far below. The evening meals and the accompanying hilarity. The Aucklanders whose table we shared one night, who had us in fits of laughter. And then there were the Canterbury & Deep South groups and their wonderful company. And of being appointed honorary members of the Canterbury Group (nice one, John & Denise!). And, of course, the new friendships made. And of being awarded the Best Vibe TR trophy? Stunned! Highly honoured, but stunned. I still wait for the phone to ring, with an explanation that the trophy was presented in error, that it should have gone to someone more deserving. For the time-being it commands pride of place in my study.

And of the route taken by the “after-tour”.....simply superb. I was busy with the camera, and snapped a good number of photographs. Regrettably, each a disappointment. Photos cannot re-produce the breath-taking beauty of Central and the Mackenzie Country.

Finally our car, and the two or three glitches suffered along the way. The annoying miss and the need to tweak the exhaust valve clearance in pot number 4; the badly cracked windscreen, sustained during the drive from Dunedin to Oamaru; the float in No. 2 carby that filled itself with petrol and sunk!! To those mentioned below, who rallied round to help, who offered sympathy, or who proffered advice, thanks. Your efforts resulted in the little Sidescreen taking on a new lease of life, from which point onwards it performed admirably. Thanks guys, we're indebted to you

Ken Pfeffer
Frank Cleary
Tom Mulqueen
Lyn & Val Scott
Laurie McDonald
Bryan Thomas
Dennis Greenman
Trevor Payton
Brian Hope
Steve Payne
Neil Teika (tena koe e hoa me tere whero waka)
Challenge Ranfurly
Metal Works Wanaka
and others, whose names I've embarrassingly forgotten.

And so we reached home safely. We had a very pleasant run from Christchurch to Picton. The day was gloriously fine and we were passed by (or we passed) a number of Triumphs, all topless, enjoying the sun. They looked a picture as they headed north, rushing for their appointments with the Cook Strait ferries. There was lots of frantic waving. Hawkes Bay and NW2017...we'll be there!

Well, folks, that concludes the news from this region. What's more, there's a little car parked outside demanding to be cleaned. Must go.

Cheers from the Top O' The South Group,

Bill

Canterbury Tales...

Let's start this report with a big well done for the Deep South Group and their hosting of the Nationals and after-tour in Dunedin and around Otago. For most of our Group the weekend ran like clockwork, with wonderful venues and great drives around the City and surrounding countryside. The 'buzz' from those to whom I have spoken was all positive and enthusiastic. I think we all got to appreciate that Dunedin is a very pretty place and the Otago peninsula and harbour is stunning. The drive around the glorious coastlines could not be more suitable for an open top car, both on the peninsula and south of the city; and the road inland to Lawrence was magic. Of course, on the social side of the weekend, the Scottish connection mixed with Larnach Castle was just about unbeatable. Where else in New Zealand can you find a venue like that, and then couple it with such good entertainment. Outstanding. Whoever organised the weather should give themselves a pat on the back too. I would like to wax on about the after tour, but unfortunately Denise and I did not go on it. I have heard nothing but good things from those that did. We now look forward to next year and Napier, and there is plenty of interest among the Canterbury group for this venue.

Since the last report, the Canterbury Group has had its usual run of activities. We held our end of 2015 Social function at Pomeroy's Bar and Restaurant in the centre of town. There was a large turnout for this, with around 30 people showing up.

We finished off the year proper with a BBQ at our place on Sunday 13 December. We had a chance at this event to see Lyn and Val Scott's TR 7 which they had just returned to the road after an extensive restoration. It was/is superb and happily their car went on to take second place in its group at the Nationals. The BBQ day proved to be very interesting, not least because of the weather. About an hour after the start, on an ostensibly sunny, spring day, a huge hail storm swept through.



Within 2 or three minutes the house gutters and down pipes were blocked and huge sheets of water was pouring from the roof. This was exciting, in a way, for the 30 odd people now crowded into the lounge, but the hail created an equal amount of high anxiety for those with their TRs on the driveway!

Thankfully the storm passed through and about an hour later, most of the hail had disappeared, the weather improved (and warmed up) enough for us to return outside to complete our end of year BBQ. Most importantly – none of the cars showed any sign of hail damage.

Now for a little tale of three intrepid couples who travelled away to the West Coast in their TRs after Christmas, and the events that befell them, some of which might be too strong for the more delicate among you; so caution is advised when reading this (true) story. Three TR6s set forth from Christchurch on Boxing Day. Their ultimate destination was Karamea, on the West Coast. Their route would take them through Arthur's Pass, through Moana and on to Westport for an overnight stop. The aim was to stop at the Bealey Hotel for lunch and then to seek out a trout fishing spot on the Arnold River somewhere below Moana. At the lunch stop one of the cars was misfiring, which a bit of tinkering with the engine in the car park did not fix. On they pressed, as the car was drivable, if annoying, and the travellers were keen to fish. A good spot was found just where the road and rail bridges cross the highway, about 5 minutes out of Moana Village. The weather was glorious; hot and still, the river; clear and full of fish. Five of the intrepid group made their way down the river bank and positioned themselves around and under the road bridge – just next to the rail bridge, and began to fish. One in the group under the bridge was not fishing, but was watching their partner fish, while sitting in shorts, tee shirt and jandals. A cast was made that put a lure into a tree on the bank. The watcher entered the water to retrieve his partner's lure, but the water was a little deeper than expected. Now during this heroic rescue of the fishing lure, one of the jandals worn by the rescuer became detached from their foot and began floating away. The story as related to me becomes a little blurred at this point, perhaps because of the hot weather or the speed of unfolding events. However, a moment later a now totally naked man sprinted past two of the other fishers, chasing the floating jandal downstream.



**Artist's impression of the scene
(jandal shown larger than actual size)**

As can be imagined, the unexpected white flash of exposed skin presented by the chaser caught the bystanders off guard, as the man partly waded and swam, apparently a long distance downstream. Had the Transalpine train been passing at that moment, a lot of tourists may have got the wrong idea about New Zealand. Anyway, the jandal was not retrieved and its owner had a long wade back upstream, to where he had left his clothes. This event put paid to the fishing as we were all too amused to carry on.

If anyone has found a size 44, striped jandal floating down a river on the West Coast, would you mind sending it to the Canterbury Group so it can be reunited with its owner. On the other hand we would be prepared to accept a gift of an odd jandal, if you happen to have one, or send one to someone as we now have a spare.

This is not the end of the story. The group motored on, through Greymouth and up the coast towards Westport, our overnight stop (one of the most beautiful drives anywhere). An ice-cream stop was had at Punakaiki and then onwards. When the group got to the motel there were now two sick cars. The misfiring in the first had not cured itself, and another car was now producing an unwelcome rattle from the engine at around 2500rpm and above, and it lacked power. Several changes of plugs, and refitting points in place of the electronics under the distributor on the first car proved the problem was one of fuel and luckily a spare injector was being carried. This eventually made its way into the right cylinder after some trial and error (good old number 5). The other car was not so lucky. After a long session in the motel car park with the motelier providing hands on help and tools, no external cause for the noise could be found. It was later discovered that the car's camshaft was damaged, along with the valve train; and the rattle was the valve tappets bouncing. All this was caused by incorrect valve spring fitment by a previous owner (ouch). The help provided by the motelier was outstanding, and helped reinforce the view that West Coasters are a breed apart in the way they greet and look after people.

This is not the end of the story. Onwards the group went to Karamea (one of the cars being driven very carefully), and a lovely destination and drive it was. The scenery was typical West Coast – for the most part winding roads with the ocean close on one side, matched by steep undisturbed bush on the other. And tiny settlements dot the road along the way. The road dives inland at the Mokihinui River and shortly after that pristine, sparkling ribbon of water, it climbs over a fairly high range of hills before dropping back down just short of Little Wanganui. The hills present great driving opportunities and stunning views. It was the intention of the group, on reaching the destination, to again venture forth on a trout fishing trip. After a few hours rest, access was sought to the local river and this proved to be available by dirt road on either bank. Four of us chose the far bank and set off upstream in two cars, for about 8 km, to where we could get to the water. We fished from late afternoon into the evening (8:30-ish) and then we headed back.



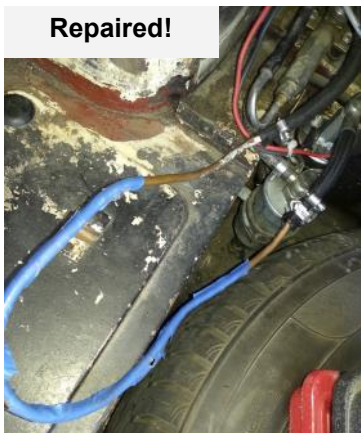
30 seconds into the return journey disaster struck. The car that had previously been misfiring now had fuel pouring out of the pump into the boot, and onto the ground. A quick investigation revealed the high-pressure fuel hose between the pump and filter had burst (modified system).

The hose was a modern, braided fabric, swaged fitting variety and there was no spare. So, the situation was this; one TR6 un-drivable, 8 kilometres along a dirt road from the nearest town (and around 100k to Westport); it was the Christmas holidays (not that there was a mechanic in town that we knew of); it was approaching dark; there was no cell phone coverage.

Now came one of the best roadside repair jobs you can imagine, helped by some unusual luck. The in- situ item had burst mid length; it had rubbed against some adjacent structure and the braid had worn through. Because all the strength of these



Repaired!



modern hoses is in the braid, when a large enough patch of it gets worn through, the inner, rubber pipe is nowhere near strong enough for the 100 psi + pressure, and they pop. If you have braided fabric high pressure hoses on your pride and joy, it might be prudent to give them a good visual inspection now and again, to ensure they are not chaffing against anything, including other pipes. Back to the repair; we had a pipe with a break in the middle. The ideal fix, other than a new pipe would be a suitable piece of tube, capable of high pressure and of the correct diameter to fit inside the burst hose ends, and then some clips to secure it in place. Here is where the luck came in. While we were standing thinking about what we could use, under the bonnet we noticed a long piece of copper pipe

taped to a cable to help route it. After removing and un-taping the pipe, it proved to be just the right diameter. It was soon in the burst pipe and secured with jubilee clips purloined from around the engine bay.

This got the car back to the motel, where some rework and adjustment followed the next day, after another burst of the braided hose, closer to one of the fittings. This final fix proved successful and was the last 'mishap' for any of the cars on the trip.

I would just like to say no trout were harmed in the making of this story!

Looking forward, there is still some good weather ahead and the opportunity for us to get out on the roads.

That's all for now, happy driving everyone.

John and Denise

The Registrar Reports...

A couple of well-known lads from the original days of the NZ Register have resurfaced... Wayne Lightfoot recently bought TR7DH rego. ATR7, which is a 1982 model, rustproofed from new. Dark blue with a white softop. Look out for Wayne in the Wellington area.

John McMullen has also been in touch to confirm he has bought TR7DH rego NS6209 from Wellington, and is busy converting it to V8 power, having already sold the original engine. John is living in the Katikati area. We hope to see them both back in the Register ranks before too long.

I had an enquiry a few weeks back from Brian Reed in Melbourne, who is attempting to trace the whereabouts of the early TR3s which were assembled in Australia. These are identified by the DTR prefix to the commission number. We have two on our NZ records, DTR8862 and DTR9101, both in Auckland. A third one, DTR9604 was dismantled for use as a source of parts by Steve Cross, (one of the founders of the NZ Register) who was rebuilding TR2 BT303 in the mid-seventies.

Arthur Hopkins, another long-time Register member has quit his TR3, commission number TS19507-O. Arthur has had a lot of fun with this car in Classic events and has steadily developed it to become a very competitive unit. The new owner, Ian Stewart, lives in Kaiapoi and expects to tidy up the car and repaint it, so we look forward to a new member for the Christchurch group.

A warm welcome to new members: Wayne O'Brien, Olde Torbay, who has bought the ex-Martin Cripps TR6, CP51013; Stephen Carr of Three Kings, without a TR at present; Grant Theile of Christchurch, who has imported a TR4 ex USA for total restoration; and Derek Atkinson of Auckland, who has bought a TR7DH ex Dunedin for conversion to V8 power; (Derek has for many years raced a very fast Morgan +8, so may we assume the TR7 might reappear in similar surroundings??).

There have been several other TR sales in early 2016. A fully restored TR6 went from Auckland to Christchurch for \$45,000; A LHD TR3A sold in the Christchurch area for \$25,900; a TR3 has moved from Picton to Hamilton for \$10,000; and Lyn Scott has sold his TR4.

On the 'for sale' list at mid-March were: A TR2 (originally rebuilt by Colin White in Napier) for \$60,000; a two-owner TR6 in Auckland for \$31,000; a TR4 in Christchurch for \$35,000, and committee member David Snelling has his well-sorted TR7V8 on the market for \$7,500 ONO. And not forgetting Ashley Southgate's 1-owner TR4A.

Finally, I'm led to believe that virtually all of the mechanical mishaps suffered by TRs over the National Weekend and after-tour were of the 6-cylinder variety... There must be some truth in the real TR motto: FOUREVER!

TRansactions

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

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

One owner TR4A,

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

Phone Ashley
(03)6126644.

TR8 drive shaft

Part RKC 2890, new drive shaft

Offers please.

Robert Johnston
Ph 09-5754151
robert@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

CAR...TOON CORNA

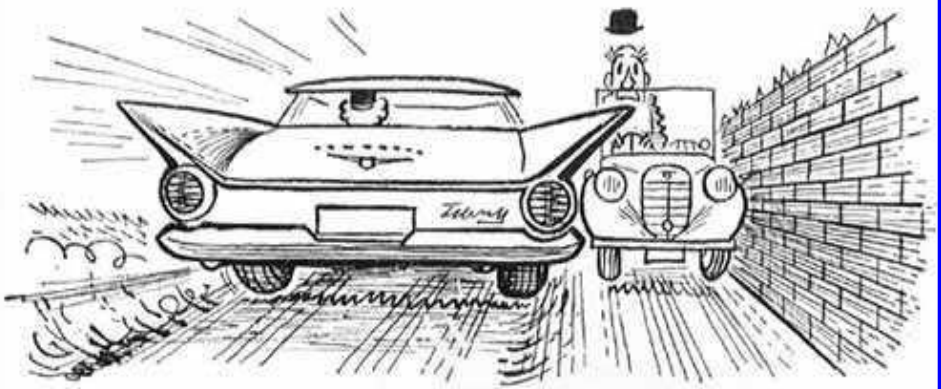
DRIVE TO WORK / WORK TO DRIVE



They wont slow down when the sign says Roadworks Ahead.

I believe in sharing the road with other drivers.

They can have the part behind me.





One of these guys was really entertaining

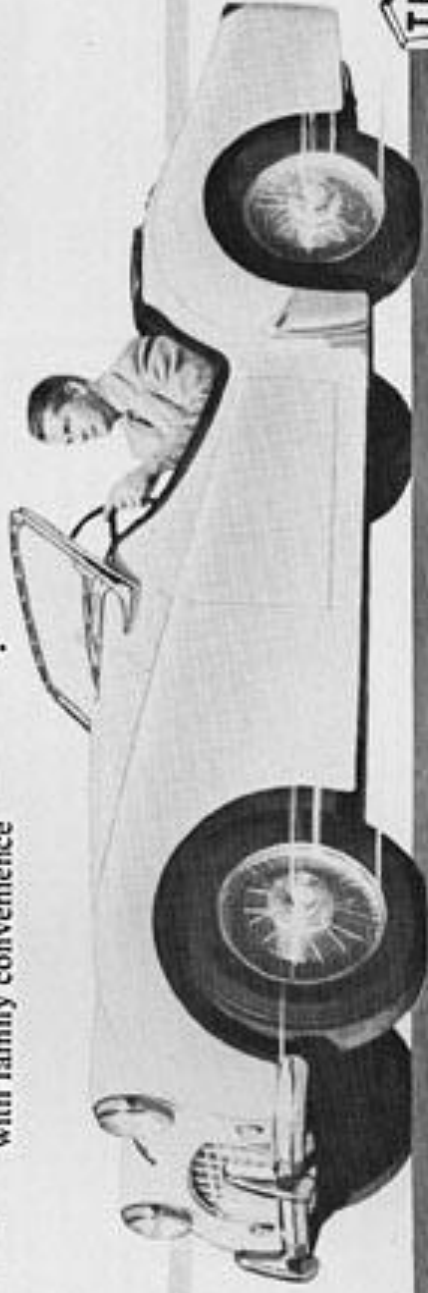


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