

TRansmission





Waikato Group flying the flag



Wellington TR2, 3A, and 250



The Canterbury team at the well named Blue

TRAnsmiSSion

CONTENTS

Top Torque	3
Editorial Team Talk	5
Nationals 2017	6
Waikato Wanderings	8
Deep South Group	11
Hawkes Bay Happenings	14
City of Sails	15
Top O' the South	17
Love Story Poster	19
Canterbury Tales	20
Modelers' Corner	22
Tech Bits and Pieces	24
Nationals 2016 revisit	28
Members' Adventures	30
The Registrar Reports	34
TRansactions	35

FRONT COVER

**Bill Rogers,
Top O' the South,
allows Norma to
enjoy motoring at 94.
Many of us hope to be
doing the same, driving.**

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

e-mails: info@trregister.co.nz or as below



2015 / 2016 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

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*

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

WAIKATO

Peter Parker
0277107635 TR4
waikato@trregister.org.nz

HAWKE'S BAY

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

TARANAKI

Wayne Butt
(06)758-7720 Doretti
taranaki@trregister.org.nz

WELLINGTON

Jonathan Petterson
(04)976-4070 TR3A
wellington@trregister.org.nz
Wanganui /Manawatu Area Rep:
Ken Pfeffer
(06)348-5508 TR3,3A,4A,5,6
wanganui@trregister.org.nz (cc to Wgtn)

NELSON / MARLBOROUGH

Bill Rogers
(03)5735507 TR3A
nelson@trregister.org.nz

CANTERBURY

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

DEEP SOUTH GROUP

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

TOP TORQUE



It's a beautiful winter morning, the skies are blue, the sun is burning off the heavy frost and the harbour resembles a mill pond reflecting all the surroundings across its surface. All's well in this part of paradise. If the TR was not in its winter maintenance hibernation then it would be a wonderful opportunity for a crisp topless run – on my own I suspect.

This month we received a large shipment from Moss Europe containing not only club spares to restock the inventory but a large part of it is member's individual orders. Clearly there is active restoration and tinkering of TRs quietly going on. Another order will be placed with Moss timed for delivery prior to Christmas so if you missed out this time get your list together.

Preservation of the marque is the objective of the club and as our cars age so do those that are familiar with the various technical aspects of the cars. John Parker who himself is ex Lucas has long supplied refurbished PI injectors along with other components of the system. John has reluctantly given up the activity and the Register has acquired his spares, specialist tools and manuals with the intention of being able to provide a NZ based service to members. This initiative will assist to secure the future of our PI cars.

Initially we would like to concentrate on continuing with injector refurbishment and are looking for mechanically minded member who would like to take on the role. John has offered to provide the necessary training and mentoring so if you have an interest in this important initiative please contact me.

During a recent visit to Sydney I ventured into the foothills of the Blue Mountains to meet with Russell Holiday, President of the TR Register Australia. Russell happens to be an architect also so as you can imagine a very interesting afternoon was had discussing common interests. Maintaining relationships with our sister clubs is important and when the opportunity presents to travel overseas we are welcomed where ever we go.

I have given shed room to the Register stock of used spares, largely comprising TR7/8 components there are also components for other models. These items have been gifted to the club and are available to members. An inventory has been completed and will be posted on the website shortly and we are open to reasonable offers for components.

As the cars get older finding original parts becomes a problem so this is an opportunity to replace that dodgy part with an original or just to keep a spare. I must declare self interest in this as I would like the shed room back again.

Graham Thomas and the Napier team have the Nationals planning well in hand as you will see later in the magazine. An ever-present consideration for NW organisers forecasting the numbers that might attend so we can all help out by registering early, giving the organisers certainty.

And that's it from me.

Frank



President Frank's next project??

EDITORIAL TEAM

TALK

As always, welcome to TRansmission. While now past the shortest day, there is a bit of winter yet to endure, but it seems from the contributions made to this edition of your magazine that plenty has been going on in our TR community despite the season.

And it is your magazine, so thanks to those of you who have sent in the quality material this time.

As well as the usual regional articles, there are a couple of technical contributions and two articles about members' involvement in international vehicle travel in other than their TRs.

Steve Martin has shared a story on his model car collection, in Modeler's Corner, and he encourages you to drop us a note and a few pictures of your model collection (or perhaps other car related collections) for future editions of TRansmission. A great idea Steve, thanks.

It's also good to see that new TRs continue to be added to the national fleet - Colin Deaker's new TR6 features with a few photos, including one with a surrey top that the previous owner developed. A TR6 surrey top - what do you think?

We've also reproduced an article from a local Dunedin community newspaper about Nationals 2016, to whet your appetite for Nationals 2017 in Napier. So get your forms sent with this magazine completed and off early, as it will be a cracker.

Hope you enjoy your quarterly dose of TR news and information.

Stephen, Trevor, & Brian

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

TR NATIONALS 2nd—5th MARCH 2017

NAPIER



Come and join us in Sunny Hawke's Bay for the TR National Weekend 2017, we would love to show off our little Piece of Paradise.

Registration forms, Accommodation choices and Participation rules are **included in this edition of TRansmission**. Make your decision quickly and register early so you get the best choice. Remember accommodation will only be held until **30th November!!**

The format is similar to previous Nationals – Registration on Thursday evening at East Pier with some finger food, evening meal is your choice (there is a wide choice within easy walking distance, we will include ideas in the Registration packs). Friday morning is Concours time with the rest of the day to explore Hawke's Bay at your leisure (shopping Napier, Hastings, Havelock North), wineries, Cape Kidnappers. Evening meal provided at East Pier. Saturday a Homestead Run to Central Hawkes Bay including a coffee stop and lunch – a bit of free time on your return journey. Evening meal and prize giving at The War Memorial Conference Centre overlooking the beachfront on Marine Parade – currently undergoing major refurbishment and earthquake strengthening. It is supposed to be finished in February so we will be among the first to use it. Sunday a short run to an iconic Brunch Venue.

We are working on an After Tour and looking at Gisborne/East Cape area.

A couple of pictures around Napier to the left and below.

Cheers

Graeme Joy and the wonderful Hawke's Bay Organising Team



The Napier Club



Mural on National Aquarium

Waikato Wanderings



Greetings from the Waikato group.

I guess the following three articles sum up quite nicely what we have been up to and how we have taken opportunities to enjoy the fellowship that comes with owning a TR.

*The first is an article written by **Ian Macpherson** on a gathering held recently in the Bay of Plenty.*

On a beautiful sunny autumn Sunday a group of BOP. TR members plus a couple of invited car owners called into Elizabeth and Ian Macpherson's home near Katikati for morning tea and coffee.

The six cars included two TR6's; one of Rocky and Rebecca Fiske and the other of Duncan and Janine Graham, a recently restored Stag of Grant and Bronwyn Cooper plus a Triumph 2000 of John Carrol with Gideon de Lautour as passenger (his TR3 is almost ready for the road). Also joining in was the TR7 of Elizabeth and Ian Macpherson and the TR8 of Anne and Frank Cleary.

On leaving Katikati the convoy travelled to Waihi through the Karangahape Gorge and onto Paeroa. Here we met up with Dick and Marianne Marshall in their TR4A then we drove on to Te Aroha for a picnic lunch. Following a relaxing time in the Te Aroha Reserve we all headed off in different directions, most of us taking the back road along the foothills of the Kaimai ranges to Tauranga.

It was one of those days ideally suited to top down motoring with the breeze crisp enough to sharpen the senses, yet warm enough to make the run exhilarating.

*The months of April and May were also taken advantage of as reported by **Diane Parker**.*

Historical Cambridge TR Run

Sometimes we live in a town for many years and never take the time to explore all of the historical sites within the region; some we know of and others we have never set eyes on. This was the brief as we planned the Cambridge run for our members and it proved to be very interesting even if a very wet adventure.

Not to be deterred by the constant rain we all met at the Cambridge Hall, received a driving route along with some literature from the i site as well as some other supporting information about the various sites we would be visiting.

The tour was split into two stages; the first was a tour within Cambridge taking us past and encouraging us to stop and get a little more acquainted with the site. Thankfully most of the members took umbrellas with them and were not going to allow a bit of rain to stop them from getting the most of the day. It ended with a visit to the Cambridge Museum and the starting point of Stage 2, a timed run.

The cars were sent off in intervals of 1 minute each with a set of directions that would take them out of the town limits and allow the cars to 'stretch their legs' after the quiet 50km drive that was part of stage 1. A target time and average speed required was set taking into account all of the speed zones including 50, 70, 80 and finally 100km.

These targets were set by a 2015 Citroen C3 which made for an interesting final result given a modern was setting the bar. Peter and I did the pre run twice resulting in an interval of a few seconds between each run so we figured it was pretty accurate and very achievable by a quality TR.

The rain would have been a contributing factor offering up wet road conditions just to add to the mix and, it was ANZAC weekend too so more cars were on the open road.

Anyway, off everyone went and it went really well, ending at the Lily Pad Cafe on Kaipaki Road. Mike and Janie Tubbs won with a time that was within a few seconds of the target time .

The usual first prize of a chocolate fish was presented at the lunch as we all sat and enjoyed the company of our fellow TR owners as well as some very delicious food. We were joined for lunch by Kevin and Raewyn Tinkler who were just checking that the Waikato Group were maintaining the high standards of the Register. I can recommend the Lily Pad Cafe to anyone that is thinking of heading down to the Waipa.



Outside Cambridge Museum



Avoiding the rain!

The Mustang Car club also decided to assemble at the Lily Pad Cafe which made for some interesting conversations between the two car enthusiast groups, all in good humour of course, wink, wink.

All in all though it was another interesting and fun gathering and as we all went our separate ways we were looking forward to the next opportunity to mix and mingle.

The final opportunity came in the Combined Waikato & Auckland Run to Manukau Heads

Following on the heels of a very successful run to Port Waikato last year, it was decided that the next destination to the North West coast of New Zealand would be a run to the Manukau Heads and the lighthouse.

Correspondence flowed between the camps of the Waikato and Auckland groups and a plan was hatched. Given that the date was set for Winter there was the chance that the weather could turn nasty however our fears were put to rest and we could not have hoped for more. The sun shone as 9 TR's converged into the main street of Pukekohe, meeting at the Kaos cafe for a coffee stop before the drive out to the coast which was also met with fine, sunny weather.

Upon arrival we ventured up to the lighthouse and the lookout post to get an idea of the lie of the land and also a sense of what the conditions could have been like avoiding the changing position of the bar. On cue a cold and blustery wind descended on us and we were met with an inkling of what it must have been like for the ships as they attempted to enter the neck of the harbour only I should image much, much worse.

After a relaxed hour of sightseeing and discussion it was time to head back down to the cars and head off in the direction of Kariotahi Beach and the Agave@Castaways Restaurant for some lunch. Once again the weather was kind and allowed the drive to be very pleasant but on cue, once seated in the restaurant the rain came down, the seas became agitated and while seated all warm inside we enjoyed lunch while looking over the beach.

All too soon it was time to get back into our cars to begin the journey home in the usual style only a TR can offer. The only casualty on the way was Tim Bradshaw's TR4 that decided at the top of Te Rapa straight in Hamilton that this trip was not to be as it started to emit Lucas smoke. I can report however that all is well, the repairs have been made and the team is ready for the next TR Run.

Over the last few months we have continued to meet at the Masonic Hotel in Cambridge where we continue to match future plans.

In the meantime,
Happy motoring from the Waikato Group

Peter.P





Deep South Group

Things have been very quiet down here in the Deep South. After the 2016 Nationals everybody sat back and took a bit of a breather. Winter has not shown its harsher side yet! we are not complaining but will accept that there will be some real winter episodes in the next month or so which we will meet with a brave smile! And, the days are getting longer. With all the great weather we have had since Christmas it's been very easy to forget that at times it gets cooler.

Planning is well under way for a couple of tours later on in the year, John Langley has been busy putting together a run through to Milford Sound and return, in October. This is a great run, the roads are pretty special and the scenery is to die for and of course the added bonus is going through the Homer Tunnel with the roof down. An experience not to be missed!

David and Lorna Wright have also been busy setting up the End of Year Mystery run. This run is always a great fun and one the members look forward to. Being mystery makes it all the more interesting.

We have been keeping an eye on the progress that Colin Deaker is making on the rebuild of his bright yellow TR6. It's looking closer to finished every time we see it even though we know Colin has had a few problems since he started. The end is in sight and the result will look great, of that we are sure. *Ed - there is a collection of photos a couple of pages on.*

It's good to see another Red!! TR4A coming into the area. Ian and Lyn Gray from Alexandra have just taken delivery of their very nice Red TR4A. It will be strange not seeing Lyn and Ian turning up in their Green TR2, which has been a part of the scene for such a long time.

Some history on Ian and Lyn's new TR4A.

The vehicle was purchased new in Canada, driven around Europe before being shipped out to NZ, where it was converted to RHD. First owner was Peter Kissell from Invercargill. Peter sold the vehicle to Bruce Mant. Bruce stripped it down to the bare chassis and rebuilt the body, painting it Jag red! It was BRG. Bruce sold the vehicle to Keith Nunn of Gore and Keith rebuilt the motor and the clutch. The vehicle was then stored in the Motor Museum in

Gore until Ian and Lyn Gray purchased it in February 2016. This vehicle is a 1965 TR4A with an overdrive, cloth roof, black upholstery and wire wheels.

Jane and I are happy to report that our TR4 is back on the road again after the Nationals' drama, blown head gasket. The troubles did not stop with the head gasket though.

When the head was being tightened down we found that the head studs were getting a bit "spongy" and needed replacing. We contacted the register spares and found that they were not available here in NZ but we were advised to try Moss Parts, America. This proved very painless, except for the cost!!

Moss America are very professional to deal with and it was not long before we had the replacement studs. When we came to fit them, we found that two of the studs were too long. We checked with Moss but they assured us as far as they were concerned, they were the correct ones. This left us with no alternative but to take them to a local engineer and have them cut down and rethreaded.

It has all worked out in the end and we are now back on the road (once a WOF is obtained) but a bit lighter in the pocket.

That's about it from the Deep South. Have a great winter!!

And don't forget to check out the for photos of Colin's TR6 in progress on the next page.

Colin is keen to have your feedback on the proposed surrey top on a TR6 - email your (polite) thoughts to the editors and we will pass them on.

Jane and Trevor

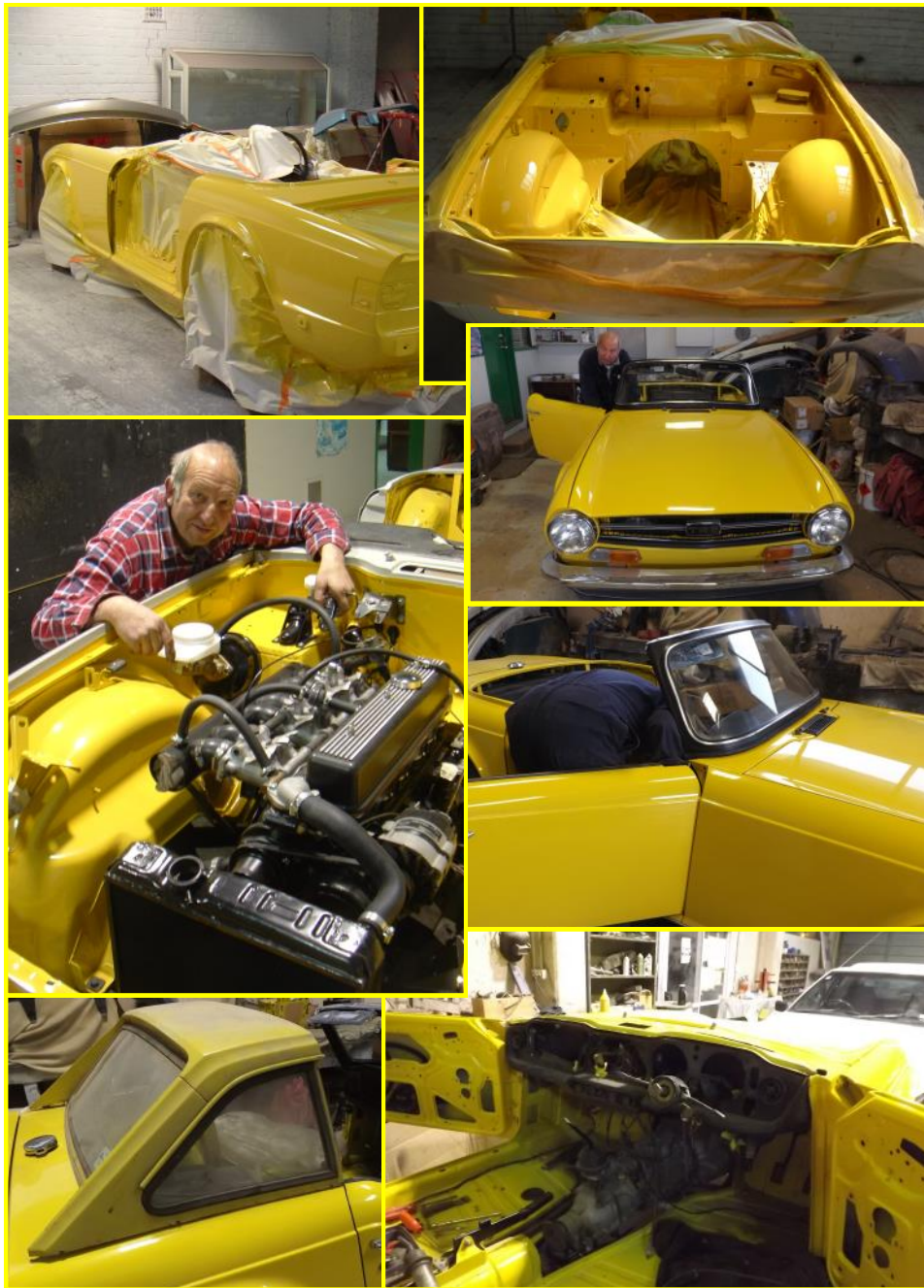
Upcoming runs here in the Deep South;

Manapouri, Te Anau, Milford Run.
8-10 Oct. 2016

Register your interest by contacting:
John Langley: jd.langley@icloud.com or phone/txt: 021 442271

The Deep South Group
End of Year Mystery Tour.
Friday 18 – Sunday 20th November 2016

COLIN DEAKER'S TR6 WELL ON THE WAY



Hawkes Bay Happenings...

Not much happening on the road but our organising committee has been meeting regularly to put together the National 2017 weekend. It is shaping up very well (read about it elsewhere in TRansmission).

We have had some Club Nites and were very pleased to have Dick and Marianne Marshall from Morrinsville join us at one. They were on one of their seemingly regular visits to our area. Which car will you be in next time Dick?

We also had a visit from Julie and Philip Hoffman (TR5) from Pahiatua, this time in a beautiful Cortina 1600E with a small group of car enthusiasts on a middle North Island Tour. Included were Lyn and Val Scott from Christchurch. We were invited to share an evening meal with them – thanks guys. Great to see these out of towners.

By the time you read this we would have had our Mid-Winter run which will actually test a run for National Weekend. Hope the weather will be kind. As I write this we are having our first reasonable rainfall since Easter – and it is miserable.

Get your registrations in early for March 2017, the forms are included with this edition of TRansmission, and book your accommodation for best choice.

Happy MoTRing related pursuits

Graeme & Joy



City of Sails Area Report

Hello to the Faithful, the Keepers of the Marque. The second quarter of the year and it's always going to be hard following on the heels of a Great National Weekend, but we've had a good go.

The Indian Summer helped with many opportunities to be out and about, and as mentioned in the last edition early April provided we Auck's the chance to join with the Waikato Group at the Classic Car Show at Te Awamutu, a regular event on the calendar.

4 TR6's joined with 7 mixed cars from the Auckland Triumph Car Club for the run down from Auckland, and while we lost Brian on the way he was the only defection. A TR4, 5 x TR6's, a TR7 and a Grinnall, were the superb line up for the TR Register at Te Awamutu



A huge downpour on the way and dark and foreboding skies couldn't ruin the vibe, and sharing the grounds with a mix of marquees numbering some 80+ cars was excellent.

Triumph was well represented at the show with not just TR's (which of course we are highly proud of) but all styles present, from the ex Jan Hendrix Super 7 now owned by Steve & Cazna Payne, through Herald, Vitesse, and the Big Saloons, as well as Spitfires and GT6.

Around mid way through the day the ex Robert Johnson left hand drive TR8 turned up, and Peter made a bee line for the new member prospect. How'd you go Peter?.

Ian Harris set the pace for the Ramages and I followed as we headed back to Auckland, following the Western side of the Waikato River, a nice change.

The first Pub Night of the quarter turned up double figures, a good result here in Auckland, and with not much else on for April it was all about personal choices for the rest of the month.

May was more of the same with long fine periods allowing for plenty of driving in the region, and the chance to drive the TR's to Pub Night, another good night of refreshments, good conversation and good cheer.

While at Te Awamutu in April, Peter Parker and I discussed a further joint group run with Waikato Group and this took place on 22nd of May with the groups meeting at Pukekohe for the run out to Awhitu Peninsular and the visit to the Lighthouse, followed

by lunch at the Agave Restaurant at Kariotahi Beach.

4 TR's from Auckland including new members Bruce and Anne Stuart and their White TR4A met up with 5 TR's from Waikato at Kaos Cafe in Pukekohe for coffee and instructions, then it was off out to Awhitu and the Southern Heads of the Manukau Harbour. As my TR6 is undergoing some upgrades I passengered with Ian Ramage in his Black 71 TR6, and we had a bit of fun on the winding country roads through from Puke to Waiuku then Awhitu. A bit of a different experience for me in Ian's car, with 3 Weber's and no overdrive, it was however just the same pleasure as you'd expect. The day allowed most to drive topless and it was no different for us. Not bad for late May!

The view from the Lighthouse is an outstanding one, taking in the Manukau Bar, Huia and the awesome view down the Manukau Harbour to the Auckland Airport and beyond. Note in the photo to the right the colourful line-up of TR's in the Awhitu Lighthouse car park. Only the TR6 of Michael & Kris Hope-Cross is missing. Note the three Michelotti's parked side by side.



Pub Night in June was set aside for a Partners Dinner and 26 people turned out to Swashbucklers on June 7th for another enjoyable occasion. With two or three couples coming 'out of the woodwork' it was a good opportunity to catch up and tell tales, and we did so with gusto. One of the absolute joys of TR ownership is the fellowship and camaraderie that it generates, with people who wouldn't ordinarily socialise together having no trouble conversing on a wide range of subjects, oh and Yes, we even talk about cars sometimes, go figure.

This quarter the Auckland Group was joined by no fewer than three new members, and we would like to welcome –

John Hagen	1955 TR2
Bruce Stuart	1967 TR4A
Colin Weatherall	1973 TR6

As this quarter and report draw to a close, the Auckland Group events committee are planning a run at the end of July for our mid winter lunch, another of our well attended events no doubt. This one will have some good driving of course as well as the obligatory fine food, and if Ian and Rona Ramage have their way Fun will be had by all.

I hope you all are enjoying your TR's through this the colder part of the year, and if like me you are working on those little things that the National Weekend visit to the South of the South Island threw up, just remember the warmer months are fast approaching and the efforts you put in now will make the summertime drives that much more enjoyable.

Happy MoTRing

Steve Martin



Top O' The South

THE TOP O' THE SOUTH REPORT

As has much of the country, the Top O' The South has been enjoying a prolonged spell of wonderful weather. For the most part days have been mild, calm and sunny, offering great driving opportunities. We hope you've been similarly treated, and that you've made the most of the conditions, out enjoying the Triumphs before the onslaught of winter.

Great weather notwithstanding, it's been a little quiet here. Brent Cameron has managed some Classic Motoring Society events, although behind the wheel of his MG. Nelson's Andy Lee is slowly sorting the fuel problem on his TR6. He's patiently waiting the arrival of the next indent order, keen to get his hands on some much needed parts. No news from others. As for me, I've been (and still am) pre-occupied giving the yacht a big make-over. This has taken priority. I've foregone opportunities to go TRiumph TRavelling. Instead, I've had to remain content, using the TR3A as a work-horse, and pressed it into service carting rigging wire, anti-fouling paint, tools, dinghy oars, rope, and all manner of nautical paraphernalia, to and from the boat yard. I'll have a big car grooming job on my hands come National Weekend 2017!

AN OUTING WITH WATERLEA REST HOME RESIDENTS

This last quarter has not been without its highlight. As I did last year, I again organised an outing for residents of the Waterlea Rest Home. I roped in a couple of Marlborough Vintage Car Club vehicles and, on April the 8th, we treated a number of senior citizens to their own little Classic Car outing.

I was concerned to learn my first passenger was to be a 94 year old. I must have looked askance on hearing the age, for in my wildest imagination I couldn't envisage a 94 year old lady getting into a very low slung, uncomfortable, noisy and topless sports car. Apparently during the planning stages, the participants were told one of the vehicles would be a sports convertible. At that point, my passenger Norma made her mind up..... she'd do the outing in the sports car. No argument!

Before too long, Norma turned up, emerging from her group of friends, and with the aid of her stick, made her way toward to the Triumph. She offered a polite comment that she may need assistance getting into the car, as macular degeneration had robbed most of her sight. However, by the time I'd walked around to the passenger side to lend a hand, Norma was already in the car

unaided, her walking stick neatly stowed in the footwell. There she sat, bright and alert, and eager for the big adventure.

And so we departed; the vintage cars with Norma's friends on board, and Norma and me in the sidescreen Triumph. Along the suburban streets of Blenheim we drove, out past vineyards, and into open country and the 100 kmh speedzone. I worried for Norma's comfort for the day was bitterly cold, with low cloud heavy and threatening, and a biting southerly. The TR3A was topless too, with no functioning heater.

A couple of times I offered Norma a warm padded jacket I carried in the boot. But "no", she didn't want to stop and was fine carrying on. She was enjoying things just as they were, remarking that she'd waited 94 years to ride in a car like this.

We had a wonderful time, and surprisingly, given the noise of the Triumph, an easy conversation. Norma wanted to know the make of the car, and was keen to learn how fast it would go. And she told me of her life, of her marriage, of living on the 'Coast, and of great whitebaiting days.

My doubts as to how a 94 year old would handle the outing, in a spartan, uncomfortable, car with no creature comforts, were without foundation. Norma was a delight. She put people half her age to shame, and coped with the discomfort admirably.So here's to you Norma. We'll do it again next year.

That brings to conclusion, the little update from Nelson / Marlborough. It's time to lavish more attention on the yacht.

Cheers from the Top O' The South Group

Bill

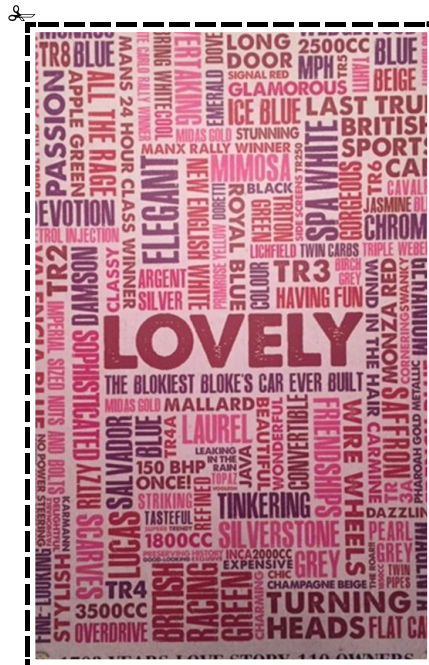


**TR REGISTER "LOVE STORY" POSTER
COPIES FOR SALE**

In my last Group Report I featured the Ellerslie Concours D'Elegance, and specifically mentioned the large poster that we used on our display. A copy is below and a larger version on the back cover.

This poster features the phrases used to describe our cars, the colours and the models. If there is any interest in having a copy of the poster we can get prices for A3 sizing, please respond to the Auckland Group email. auckland@trregister.org.nz

Steve Martin



Canterbury Tales...

The Canterbury Group had a couple of 'outings' since our last report. We made the most of the Indian summer with a run on the plains, starting from Rolleston and taking an indirect route on some great backroads up to Springfield, at the foot of the Alps. We then doubled back through Coalgate and Hororata, and from there, over the Rakaia Gorge bridge to Methven for lunch at the Blue Pub.

It was such a warm day (in April) that we were all able to have our roofs down for the drive, and lunch was had al-fresco. After lunch a small group of us 'motored' down the side of the Rakaia River to the township for a game of mini-golf. There were 11 players, and I am happy to say the spirit of competition was alive and well among us. We had a lot of fun: modesty forbids me from naming the winner.

At the end of April, the Canterbury town of Ashburton began its annual Wheels Week, and on Sunday 1 May, our Group joined their Classic, Vintage & Veteran Car run, which started at the Showgrounds and finished in Whakanui, directly east of the Town, at the coastal farm of Richard and Sally Bateman. As well as having a magnificent home and garden area, that easily accommodated all the cars on the run, they also had some 1500 square metres of garaging housing vintage machinery (mostly tractors).

There were an impressive number of cars on the run, with around 250 classics taking a couple of hours to tootle around the surrounding countryside, and finish with a picnic at the farm. The 'featured' make for this year's event was, coincidentally, Triumph. So our group of TRs stacked up well in numbers (and looks of course)



Ashburton Wheels Week - Classic Vintage and Veteran



Check out the carbs !

against the sundry 2000s, 2.5s, the odd Herald, Spitfire and a Gloria that made up the Triumph marque group taking part. All the Triumphs were parked together in a nominated zone, being the featured make, and the property owner had parked one of his tractors in the centre of the zone; it was a Ferguson of course – he was obviously having a bit of fun. Check out the carbs fitted to it!

There was a representative of almost every British classic car made since the 60s (and a few earlier) as well as a good number of US and other makes present. There was a people's choice 'contest' for each manufacturer, and the Triumph winner was the Gloria; I think the Vintage Car Club influence came through strongly in this vote!

We continue to muster good numbers of between 25 and 30 people at our monthly functions, held on the 3rd Wednesday of each Month, the latest of which was held at Winnie Bagoes in the centre of Christchurch. We usually move these functions around the town, and surrounding areas, but at this time of year it seems easier to centralize them.

Not sure where and exactly when our next run will be, but it will need to be soon as the group is telling me they are ready for one.

That's all for now, happy driving everyone.

John and Denise

MODELERS' CORNER

Back before I owned my TR6 I dreamt of owning one. I'd had a procession of the big saloons, starting with my first 1975 2500TC (that one for 6 years) through 5 more including a 2500S, and 3 x 2500TC's at the same time, plus a solitary 2000. But in the back of my mind was the TR6.

I couldn't afford the real thing and so began my Diecast collection, with a couple of saloons, and a lone TR. That was about 15 years ago and the collection has grown since then.

I now have a collection numbering 82 models with 65 of those Triumphs, 44 TR's.



There are TR 2's, 3's and 3A's in one place. 4's, 4A's and 5's in another cube. My beloved 6's of course, and a small group of 7's. I have my eye on a nice Silver Italia to add, and still need a TR8, but plenty of time eh!

The other Triumphs have their own cube with one for Spitfires, another for Stags, the next for those Small, Medium and Big Saloons, and then there are the Triumph Bonneville's (you see I also have a fondness for them with my own 1965 T120R Bonneville in the garage)

And where do my Diecast models live, why in the living room of course, so I can enjoy them!



At some point in time I saw a poster of a Car Transporter loaded with various Triumphs, and thought I could do that, and as a consequence now have 9 Transporters, some loaded with TR's.

Of course I had to throw in a photo (below) of the TR6's in my collection; including the one I painted French Blue naturally.

I know of one other large collection of Diecast model Triumphs, that of Jan Hendrix, now he has more than me.

Who else has a collection? A collection could be as few as 2 or 3, or as many as 100.

Here's your opportunity to share your obsession with the rest of us, so come on you lot, help me make this a regular feature in TRansmission.

Thanks.

Steve



Tech bits and pieces

The Laycock de Normanville Overdrive ... where it came from and how it was used in the Standard – Triumph – British Leyland family of cars

What is an overdrive? In the Triumph context it is an optional two speed epicyclical gear box made by a British company, Laycock de Normanville Limited, at Little London Road, Sheffield that was added to the rear of a standard gearbox.

The system as we know it today was devised by Captain Edgar J de Normanville during or immediately after WW2 and quite a number of patents around automotive engineering were held at that time by his Coventry based company Auto Transmissions Limited. He was born in Leamington Spa in 1882 and started an apprenticeship in 1897 and before joining the editorial staff of "The Motor" in 1908 he produced the "Norman Two Speed Gear" for motorcycles. Was this a forerunner of the overdrive his name is now well known for? It has been recorded that between the wars he was a Fleet Street Motoring Journalist but was considered to be somewhat eccentric ...a label that been applied to many inventors.

As a result of building a relationship with Laycock Engineering following WW2 the "Laycock de Normanville" Type A overdrive was made available to the automotive



aftermarket in 1948 and to the Standard Motor Company as a factory fitted option to the 1950 Vanguard. In the years that followed a number of different model overdrive systems were built and used in a wide range of vehicles including, Alpine and other Roots Group products, Austin Healy, Jaguar, MG, Triumph & Volvo.

Over the period from 1948 to around 1980 it is estimated that Laycock de Normanville made over 3,500,000 of their overdrive units.

The prime object of fitting an overdrive is to allow the engine to operate at a reduced RPM for a given vehicle speed to reduce fuel consumption and engine noise. Whilst the overdrive concept was firmly adopted by the British automotive industry from the 1950s in Europe, particularly in Italy a different approach was taken. In the 1960s both Alpha Romeo and Fiat offered 5 speed manual transmissions to achieve the same end result. It is interesting to compare the two different approaches:

- Laycock de Normanville overdrive: Approximately 20kg and somewhere in the vicinity of 250 individual components
- 5 Speed gearbox: Approximately 0.5 - 1kg of extra weight in the gearbox and around 8-10 extra components!

It is fair to recognise that the 5 speed gearbox concept came along 10-15 years after the first serious use of the overdrive systems and a great deal was learnt in those post WW2 years as 10's of millions of motor vehicles were produced. It is also reasonable to accept that a good performing overdrive can give some advantages in delivering rapid gear changes much like the contemporary tiptronic systems ...but, unfortunately perhaps not with the same long term reliability. As vehicle models moved into the 1970s 5 speed gearboxes became de rigueur for most manual transmission cars! In fact, today many of the more interesting cars are offered with 6 speed manual transmissions.



All models of TR from TR2 to TR6 were available with optional factory fitted overdrive systems (TR2-TR6 CP series 1967-1972 A Type overdrive, TR6 CR series 1973-1976, J type overdrive TR6) whereas, eventually the later TR7 & TR8 were fitted with a 5 speed gearbox of Rover design.

Standard Motor Company, Standard Triumph and British Leyland etc used these overdrives in many models of Triumph cars as per the table below showing production years, overdrive version and ratio:

TR2, TR3, TR4, TR4A, TR5, TR250, TR6 to 1972	A Type	22% ratio
TR6 1972-1976	J Type	25% ratio
8HP & 10HP Saloon 1955-1958	D Type	32% ratio
Spitfire GT6 & Vitesse 1962-1973	D Type	32% ratio
GT6, Spitfire MK IV, 1500 1974	J Type	25% ratio
Vanguard 1950-1957	A Type	28% ratio
Vanguard 1957-1963	A Type	22% ratio
Triumph 2000 saloon Mk 1 & Mk 2 1963-1972	A Type	22% ratio
Triumph 2000 saloon Mk 2 1972-1974	J Type	25% ratio
Triumph 2000 saloon Mk 2 1974-1977	J Type	28% ratio
Triumph 2.5 PI saloon Mk 1 & MK 2 1968-1972	A Type	22% ratio
Triumph 2.5 PI saloon Mk 2 1972-1974	J Type	25% ratio
Triumph 2500S & TC saloon 1974-1977	J Type	28% ratio
Stag 1969-1972	A Type	22% ratio
Stag 1972 1977	J Type	25% ratio
Dolomite & Dolomite Sprint 1973-1980	J Type	25% ratio

PTO

There will be another article to follow that will go into more detail about the differences between the various models of the A type overdrive, where compatibility issues may arise when trying to adapt from one vehicle to another and how problems may arise in service.

If anyone has any queries around this topic please feel free to contact me so that they may be addressed. It is quite likely that you will not be the only TR owner with the same question...?

Robert Johnston

(09-5754151 or technical@trregister.org.nz)

Accelerator Modification for TR2 – 4

I have been taken up with the TR7 I purchased Easter 2015 until recently, almost ignoring my TR2.

The problem I have had with the TR2 has occupied the back of my mind for a few years and I finally saw a way to simply overcome it.

(I also watched a DVD of TS2, in Wales I think , in which TS2 was accelerating up a hill) . TS2 and my car had the same “kangaroo” surging which had annoyed me so long.

Being unwilling to spend a lot of time and effort replacing engine and gearbox mounts, and not being certain that that would be a perfect solution, I have speculated if there might be an easy way to incorporate a Bowden cable in the accelerator linkage, and if that would be the cure.

The article below describes my problem and my solution (it does completely cure the problem) although I must stress that it is by no means “professionally finished” although it is not obvious at first sight and could be disguised more with a little care. Reinstatement of the original long shaft is easily accomplished with the aid of a 100mm Crescent, after replacing the engine mounts, if desired.

The article is not intended to be a detailed modification instruction, but if anyone wants further details they may contact me direct. srofe@paradise.net.nz

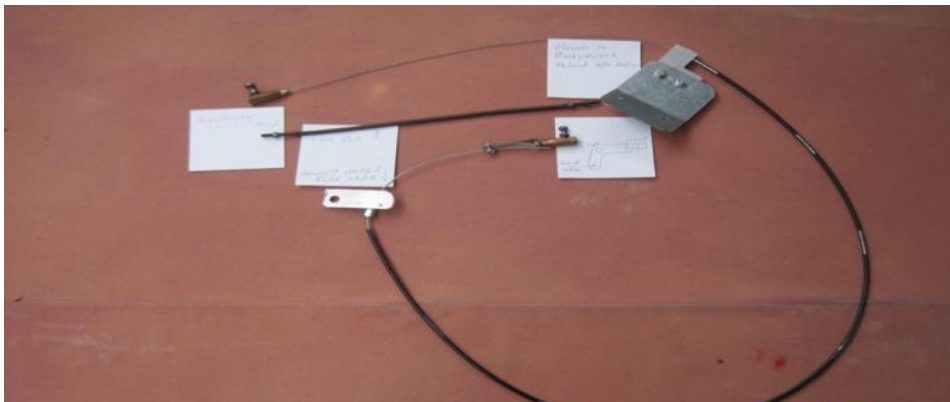
My TR2 would progress forward in a series of jerks, like a kangaroo, on uphill or uneven surfaces while in a low gear. After some consideration I came to the following conclusion :

All these models use a solid rod to couple the accelerator pedal mechanism (body mounted) to the carburetor butterfly mechanism (engine mounted).

When there is movement in the engine mounts, the engine can move forward and rearward on its mounts relative to the body of the vehicle. This engine movement , through the long solid rod, affects the carburetor butterfly opening causing short, uncontrolled bursts of acceleration/deceleration!. The engine does not have to move very far to have a significant effect on throttle opening.

The obvious cure for the movement, engine relative to chassis, might be to renew the engine and gearbox mounts, maybe even with up-rated ones which will prevent this movement. Alternatively go the "modern" way and change the solid accelerator linkage by incorporating a Bowden cable, the latter was effected as follows:

To ensure achieving the correct degree of movement of the Carburetor spindles relative to accelerator pedal movement I replaced only the original long shaft with the Bowden cable. The inner cable is connected to the accelerator lever at the bulkhead and at the bell-crank lever at the front carb. The corresponding ends of the "outer cable" are fixed at the front wing and under the rear carb.



Above shows the cable layout relative to the original shaft, with car front to the right of the picture

Note: adjustment is by slotted holes on mounting bracket, also the original ends (2BA) of the shaft are re-used to facilitate a straight pull on the ends of the "inner" at all times System can be returned to standard by simply refitting the original shaft. An extra return spring was added at the carb spindle to overcome the drag in the Bowden cable. (not shown)

Cable parts from a cycle shop cost \$25, odd bits of metal and screws were lying around and adapted with vice, drill and hacksaw and I only knelt on the floor to retrieve a dropped nut. I removed the carb air filters and the rear carb from the inlet manifold to better see what I was doing alignment-wise.

Otherwise to replace the front engine mounts the front apron and radiator would have been removed along with the seats and tunnel to access the gearbox mount. If/when in the future I am in a position to replace any of these mounts while doing another job, that will happen and also the propshaft splines will be stripped, checked and re-greased (done 3,000km ago).

I think I saved myself a tiresome job and accomplished an interesting (for me) project.

Stephen Rofe

NATIONALS 2016 RE-VISITED

The article and photos that follow are reproduced from The Star, a community newspaper published by Allied Press, the publishers of the Otago Daily Times.

It was great to see the marque and members being recognised for their time in Dunedin and surrounds.

Our thanks to David Beck, Reporter at The Star, who produced the original article, for allowing it to be reproduced in TRansmission.

Sixty-six Triumph TR Sports Cars were in Dunedin at the weekend for the Triumph TR Register New Zealand National Meeting. The vehicles participating ranged from the earliest model, the 1954 TR2, to the latest model, the 1981 TR8.

Event convenor Brian Hope said the TR Sports Car was the ideal vehicle in which to appreciate the roads and scenery of Dunedin, the Otago Peninsula and the surrounding Otago country side. "Travelling with the hood down, taking in all the wonderful scenery and sights is special," Mr Hope said.

The event began with a dinner on Thursday night and a Concours d'Elegance at the Mercure Leisure Lodge Hotel on Friday morning. Participants then spent the weekend touring the region in their vehicles and visiting local landmarks such as Larnach Castle and Glenfalloch.

Neil Teika, of Christchurch, participated in the event in his 1972 Triumph TR6 which he has had for about four years. "I had one in a slot car set as a kid, the same colour and everything, so I always wanted one," Mr Teika said. "It's just a fun car to drive and easy to work on," he said.

He enjoyed the comradery among the Triumph owners at the event. "It's a good bunch of people and the Dunedin guys always put on a good weekend."

Many of the participants continued on after the event for a tour of Central Otago and then through to Twizel and Mt Cook.

Photo Right

Looking over...Steve Roy, of Dunedin, inspects the engine of a 1974 TR6 during the Concours d'Elegance section of the TR Register New Zealand National Meeting held in Dunedin



Photo Left

Awaiting judgement...Triumph TR Sports Cars line up for inspection during the Concours d'Elegance section of the TR Register New Zealand National Meeting



Photo Right

Enthusiast...Neil Teika, of Christchurch, displays his 1972 Triumph TR6 which he entered in the Pride of Ownership section of the TR Register New Zealand National meeting



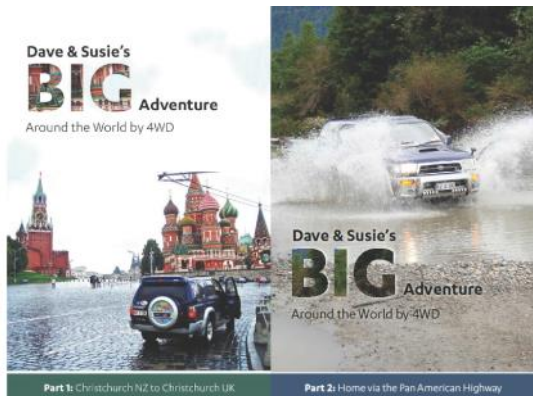
MEMBERS' ADVENTURES

(JUST NOT IN TRs)

A couple of members have asked if readers would be interested in hearing about trips that they have or are about to undertake. Both have an element of commerce or fundraising to them, and you can make any decisions about that yourself. We just thought that their stories were interesting to petrol-heads.

Dave Cable (who is restoring a TR5) has driven around the world with his wife Susie in a Toyota Surf, and you can read about it in the books he has produced.

Dave and Susie's Big Adventure tells the story of a restless middle aged couple who, with time on their hands and a sense of daring, decide to take on the ultimate road -trip: to drive from New Zealand to England in their Toyota HiLux. They make their way across the Australian outback, up the Malaysian peninsula and then through Laos to the China border. They ride along the Silk Road to Kazakhstan and into Russia and then into Europe as they hurdle the obstacles placed in their way by bureaucrats, officious border guards and dodgy policemen. They experience atrocious roads, mountain passes and extremes of temperature through the west of China and the old USSR.



Part 2 of Dave and Susie's Big Adventure tells the story of their intrepid travellers return to New Zealand. Not content merely to ship their Toyota Hi Lux Surf home, they elect instead to ship it to Buenos Aires to begin their next adventure that takes them to Tierra del Fuego, Patagonia and Chile to connect with the Pan American Highway. This famous road takes them all the way to the USA and on to Canada and Alaska where they drive up the Dalton Highway to Deadhorse and the Arctic Ocean. Finally, they drive south to

California to ship home to New Zealand, completing their around-the-world adventure.

Their books are available on iTunes, Kindle and Kobo.

The second story is from Jim Davis, a Christchurch member with a TR3 and TR4. We will let him tell his own story.....

As a special treat for TRansmission readers I thought you might be interested in this charity based vehicle adventure that a couple of fellow TR owners are getting into next year. Let me introduce the Mongolian Charity Rally and why we are competing in it in 2017. Five guys, two vehicles, 15,000 odd kms, London to Mongolia, all for charity.

But first let's go back to the start - 2016 is a big year for all the boys with all of us turning 60, we have all been mates since school days and remained a tight group over the years, sharing quite a few scrapes, scraps, beers and such like. So with advancing old age it was time to consider one more boys own adventure, and as usual it morphed into something bigger and with a charitable spin in the adventure as well.



So here we all are.....after lining up a commitment from the boys for six odd weeks of driving, our respective wives and families and we are off to drive two vehicles to Mongolia, and what we are aiming to drive is two ambulances, that we can donate to the country at the end.

Originally when this idea started, we thought of competing in the Mongol rally, a similar event that leaves from London driving cars with pokey 1200 cc motors and also finishes in Mongolia. But by the end of that trip the cars are typically beaten, broken and bugged and Mongolia no longer wants them. Also we had thought after cramming our aged bodies into these sardine cans we would feel the same way. Then we discovered this Charity rally, the biggest difference is that we have to do it in later model vehicles that are required to be less than 9 years old, and are donated to the country at the end.

Mongolia has a need for vehicles like fire engines, ambulances, trucks (of all shapes and sizes) mini buses, 4WDs, and some types of utes. Useful stuff, not broken down Nissan Micras. These vehicles are donated and gifted to the Charity for use in the local towns and villages. The fact that they are likely to be a bit more comfortable to travel in for us old buggers is a bonus.



What it involves is us fund raising enough monies to buy two late model "qualifying vehicles", once we have the money we have to find and source the two vehicles in either Europe or the UK. Sounds easy till you realise we are here in little old NZ. With launch date for the rally being July 2017, timing is going to be critical and we have a lot of work to do in a short time frame. Hence why we need all the help we can get, and have now started fundraising accordingly.

Obviously if we got help from a major vehicle manufacturer in Europe, or car dealership that would be the ultimate. New or second hand at cost we don't mind. If you know of someone in

a position of influence, in a major vehicle brand, make sure you steer them to our website. Ultimately the people of Mongolia benefit from better quality vehicles. We are just driving them there.

Once we have sourced some suitable vehicles we have to decide on a rough route that we are going to take on the 15,000 odd km drive to Mongolia. Now have a think about this 15,000 km in approx 5-6 weeks that's approx 400 km every day for 38 days on the trot. Not everyone's idea of fun that's for sure, it won't be a holiday as such but it will be an adventure.

So which way do we go,at this stage the thought is via Russia and Moscow, and for some silly reason I also want to drive through Chernobyl on the way, with radioactive particles in tow then we head down thru Georgia and Armenia across Iran and back up thru what they call the Stans, Turkmenistan, Uzbekistan, Kazakhstan and others. Initially I had to look up a map to see where exactly all these countries were, and next year we will be driving through them.

Once all the boys have argued over and finalised the general direction we have visas to organise, and from what we have seen so far that is definitely going to be a story and half just on its own. If you want a bit more of an idea of this trip Google Mongol rally and read some of the blogs posted from other teams over the years.

Typically, this type of trip is done by younger bodies than ours but we reckon we are up to it. Throw in a bit of sleeping in the vehicle, freedom camping, dodgy backpacking places, we should be in for a treat.

We intend to blog, Facebook, photograph and make this an interesting journey for you to follow along on.

Join us, and help us out, Ambulances are expensive, if we get enough to money we will buy a couple if not we will buy a couple of good vans to leave in the country, either way if your prepared to help out log on and sponsor us \$50, \$500, or \$5000 it doesn't matter we will gladly accept on behalf of Go Help our Mongolian charity. To date we have had a number of donations to get us started, and we have verbal confirmation from an International insurance company and Spark towards assisting in this event, so we have lift off so to speak.

Check out our website www.kiwinomads.com.
And follow us on Facebook to keep up with the fun
<https://www.facebook.com/Kiwinomads/?ref=bookmarks>

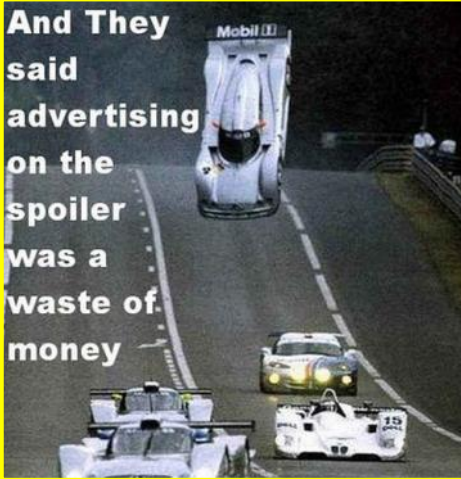
Cheers

Jim



CAR....TOON CORNA

And They
said
advertising
on the
spoiler
was a
waste of
money



To avoid perpetuating gender stereotypes, I
gave my daughter a mix of dolls and toy cars
to play with. This is what happened...



At a recent Deep South Group
dinner, we thought we had come to
a very unsuitable restaurant when
we saw the drinks menu.

A copy is shown to the **right** and
we have highlighted the heading
that had us all very concerned.

Fortunately, we clarified that
there were also beverages suitable
for the typical Deep South Group
member.

NON ALCOHOLICS		HOT DRINKS	
SOFT DRINKS		COFFEE	
Coca-cola	4.6	Flat White	4/5
Lemonade	4.6	Cappachino	4/5
Ginger Ale	4.6	Latte	5
Tonic Water	4.6	Short Black	3
Soda Water	4.6	Long Black	3.5
Lemon Lime Bitters	4.6	Americano	3.5
		Machiato Long/Short	4
MACS		TEA	
Green Apple	4.9	New Zealand Breakfast	4
Ginger Beer	4.9	Earl Grey	4
Lemon Crush	4.9	Sencha Green	4
Fejoo and Pear	4.9	Peppermint	4
JUICES		Berrylicious	4
Orange	5	Lemongrass and Ginger	4
Apple	4.9	Cinnamon Apple Chamonile	4
Pineapple	4.9	SPECIAL COFFEES	
Cranberry	4.9	The Mexican - Kahlua and	15
BENJER		Tequila	
Apple and Boysenberry	4.9	The Spaniard - Chocolate and	15
Apricot	4.9	Dark Rum	
Nectarine	4.9	The Irishman - Baileys and	15
Tomato	4.9	Frangelico	
MINERAL WATER		The Butternut Squirrel -	15
Walwera Sparkling 500ml	6.5	Baileys, Frangelico and	
Walwera Still 500ml	6.5	Butterscotch	

The Registrar Reports...

This quarter has been rather quiet, but there have been quite a few TR7s on TradeMe. For instance:

TR7 Rego JD1769 for sale on TradeMe at \$1300 ONO. No rego or WOF,

TR7 ???? for sale TradeMe for \$3,500, no rego or WOF .*"REDUCED PRICE PLUS 3.9 V8 and V8 BONNET (Discovery fuel injected motor)*

TR7 rego TR77T7 for sale TradeMe \$4,000

TR7 FED940 for sale TradeMe \$750.00. Basket case! *"TR7 bought as project - unfortunately a lot of rust..."*

TR7DH Comm. TPADJ7AA409213 rego ATR7, blue, with new (old!) member Wayne Lightfoot in Wellington. Welcome back, Wayne!

A contributor in a recent issue of the magazine "Beaded Wheels" wondered if the TR2 his father owned in the 60s was still in existence – fortunately he was able to provide the Commission Number, so we were able to tell him that TS3593-O was indeed alive, well and mobile and living in Taupo. Our thanks to several Register members who drew attention to the article.

Richard Hibberts has sold his TR4 Comm. CT33274 –L(O?), rego TR4FUN to Invercargill

Alan McIntock advises his 1963 TR4 Comm. CT24264-O, rego DD5570 is for sale for \$25K, he has promised to let us know who he sells it to.

TR2 TS7833-O rego ITR2 is now with new member John Hagen in Mount Eden wires, overdrive, disc brakes, TR3 diff.. *John advises: 'Last owner Dynes O'Connell from October 1992. He disassembled and began ground-up resto. I took over in 2000; car drove for first time in 24 years in February 2016. Due to be completed in May/June 2016.'*

TR4A Comm No CTC78322-O Rego DE797 with new member Bruce Stuart in Clevedon, ex Denis Snelgrove in Wellington. Wires, o/d, power brakes, boot rack

TR4 CT24096-O rego MT8238 for sale TradeMe at \$35,000, now advised sold by Alan and Laurice Bradford, Akaroa.

TR6 Comm. CP76069, rego. 15OTR6 now with new owner Angie Keen in Hampden

TR3B TSF464-L rego EC7222, last recorded as "dismantled and exported to UK late 80s", has resurfaced as rebuilt and mobile in the UK. Robert advises that the current owner identified its NZ heritage through NZ 1980-1981 registration

Kevin

TRansactions

TR6 parts.

**No cost to TR Register members,
you pay shipping.**

1 x transmission tunnel,
fibreglass. Unused, ex Moss. Part #
713569FG.

2x rear damper link
assembly. Unused, ex Moss. Part #
141464A

1 x finisher, lower grill to front
valance. Unused ex Moss. Part
#714831

Please email me for questions or
photos;

Chris Dakers
chrisdakers@xtra.co.nz

TR8 drive shaft

Part RKC 2890, new drive shaft

Offers please.

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



1981 TR8

Location Dunedin

TR8 complete conversion
Used 1983 Vitesse 3.8 motor
Red
Speedo reading 58,000 miles
Concours condition
Total paper history

Ph Keith Allott
(03)4891726

One owner TR4A,

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

Phone Ashley
(03)6126644.

TRansactions

TR2 parts

Steering Column & box – \$500
560x15 Cross Ply tyres & tubes
been fitted but no miles
\$800

Ian Burk

WANTED

TR6

Looking for a tidy - very tidy
RHD model with sound bodywork
and chassis,
tidy interior, fuel injection
and preferably overdrive (but
would consider
standard 4-speed).

Motor/gearbox/driveline/paint
condition not so important.

If you have one looking for a caring new
owner, please make contact.

Gavin Dey - Stratford
021 478 558
gavindey@gmail.com

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

TR3A parts

Badge-bar and Jaeger
Water Temperature Gauge

Bob Birdsall
jandbbirdsall@clear.net.nz



My nice new wheels - see P13 for the rest of Colin's new TR6



Trevor Cullimore hates road rage

SUNSET RED ATTRACTIVE MONACO TR8 BLUE ALL THE RAGE APPLE GREEN NOISSA DEVOTION PETROL INJECTION TR2 VALENCIA BLUE
 LE MANS 24 HOUR CLASS WINNER ASSVT7 NOSWVD SOPHISTICATED RIZIR SCARVES TR4 3500CC OVERDRIVE
 ADONTE CARLO RALLY WINNER SEBRING WHITE COOL OVERTAKING MIDAS GOLD MANX RALLY WINNER ELEGANT ARGENT SILVER
 TR7 LONG DOOR SIGNAL RED GLAMOROUS ICE BLUE STUNNING MIMOSA BLACK TRITON GREEN LICHFIELD TWIN CARBS TR3 HAVING FUN
 METEORIC UNIT MAGNIFICENT WEDGEWOOD 2500CC BLUE BEIGE TAHIITI LAST TRUE BRITISH SPORTS CAR CAVALRY JASMINE BLUE CHROME
 EMERALD DOVE TR5 TR6 TR1
 SPA WHITE GORGEOUS TR3 BIRCH GREY WIND IN THE HAIR CARMINE DAZZLING PEARL GREY TWIN PIPES
 ROYAL BLUE PRIMROSE YELLOW DORETTI LICHFIELD TWIN CARBS TR3 HAVING FUN
 THE BLOKIEST BLOKE'S CAR EVER BUILT MIDAS GOLD MALLARD LAUREL TR4A 150 BHP ONCE! STRIKING TASTEFUL SUPER TRENDY 1800CC PRESERVING HISTORY GOOD-LOOKING EXCLUSIVE INCA 2000CC EXPENSIVE CHIC CHAMPAGNE BEIGE
 FRIENDSHIPS WIRE WHEELS SAFFRON BLUE BEAUTIFUL WONDERFUL CONVERTIBLE TINKERING SILVERSTONE GREY TURNING HEADS
 LOVELY
 GERANIUM ANTB HCHNFR FRECH MAGENTA
 CORNERING SWANKY CITTLEW GOLD METALLIC PHAROAH GOLD HAVARVE
 KARMANN HSTALTS DELIGHTFUL TERNONCHALY FINE NO POWER STEERING GINNKOOT-7 FINE EXHIBITE CHANCELLER SHARIT POSSI

1703 YEARS · LOVE STORY · 110 OWNERS