

TRansmission

Official Magazine of TR Register of NZ Inc.

#168 September 2016





Classy - see P18



Unusual bookcase - a TR would be perfect

TRAnsmiSSion

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FRONT COVER

**Wooden TR6 made by Morgan?
No - part of Jan Hendrix' model
collection, covered on P24**

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



“It’s spring”. Some immediately think daffodils, blossom, grass growing at a rate of knots, but we think covers off, registration off hold, bonnet up, vitals checked, leading up to that moment when those decades old marvels of “reliable” British engineering will kick into life again at the push of the starter following winter hibernation. Fingers crossed of course.

Have you been following the restoration of MVC 575 commonly known as the Jabbeke TR2. This car was one of the three TR2 prototypes and during 1953 it was kitted up to run on the measured mile at Jebbeke in Belgium. Briefly, the car ran a 2 litre engine and was fitted with a racing windshield, aluminium tonneau, under shield, wheel spats and the driver Ken Richardson sat on a cushion to reduce wind resistance. In this form the TR2 ran 124.095 mph creating a marvellous marketing opportunity for Standard Triumph. Once its development days were over MVC 575 was sold into private ownership and in recent years had been domiciled in a private collection. In late 2015 the car was purchased and restoration has been proceeding at quite some pace. If you are not aware of this unique TR, I suggest you google it, or better still you can follow the progress on Facebook. You may not be aware of the New Zealand connection with MVC 575. The factory built 3 replicas of the record making car one a left hand drive (TS11) reportedly was sold to Canada, the other two TS612-O and TS767-O were sold into New Zealand. Both cars have “survived” although that description might be pushing it, it’s heartening to see that these two TRs are currently in restoration and will be significant additions to our fleet.

I am very pleased to report that following my request for someone to take on the PI Injector refurbishment initiative, Dave Tong has put up his hand to take on the role on behalf of the club. Dave has an engineering background and experience with injectors so has all the right attributes to assist PI owners. It’s still early days and we will let you know when Dave is set up and ready to go. Thank you Dave for taking on this valuable task that will assist with keeping our PI cars on the road.

On the other hand I have not had TR6/7/8 drivers beating a path to my shed door clamouring for the assortment of used spares on hand. The inventory of this stock has now been uploaded to the website so please take a look and contact me should you find you need any of these desirable spares. As I mentioned last time I would like to have the shed space back so all reasonable offers will be considered. You will have seen the modified hard top on Colin Deaker’s TR6 that featured in the last TRansmission, well we also have one of those together with the removable soft centre section, you know you need one.

Your membership renewal form accompanies this issue of TRansmission. Not only are we asking that you forward your subscription promptly but that you return the form with any relevant changes in order that the membership database can be kept up to date. In addition, our Registrar Kevin Tinkler is always looking for information on the New Zealand TR fleet in order that we can keep track of the vehicles. To this end the form also asks that you email Kevin with details of your TR. If you don't use email just mail the details to the club PO Box. Many thanks for your co-operation as it helps directly with smooth running of the club.

After four years at the helm of the Canterbury Group John and Denise Jones have stepped down as Group Leaders. They have done a wonderful job leading one of our most successful groups and I would like to extend our thanks to John and Denise for their enthusiasm and dedication in the role.

Bryan and Carol Thomas have now taken on the role as Group Leaders and are well underway with planning events. They have the full support of the Canterbury Group and I would like to thank them for undertaking what is a very rewarding role.

On the subject of change, it's high time I moved on from the role as President. Committee members are elected for a three year tenure and having served two terms as your President it's time for change. I firmly believe that there needs to be succession and fresh leadership is essential for the successful future of our club. At the November AGM I will not stand for re-election as President but will put my name forward to serve on the committee to assist with continuity if elected. I have really enjoyed my time in the role and with the assistance of the committee have implemented many positive initiatives. It's been a great ride so my thanks to each of you for your support over the past six years without which I could not have served you.

Over and out

Frank

EDITORIAL TEAM

TALK

Spring has sprung, the grass has ris' - hopefully you can take time off lawn mowing to get out in the TR! Many of the groups around the country have been doing so over winter and we know the number of runs will increase over the next six months, so make the most of that won't you.

Another reminder about Nationals 2017 in Napier. Forms for booking, if you can't find yours, are on the TR Register NZ website. T-shirts will be available for the event and an order form is available on the website. See page 7 for detail. Information about the after-tour is on Page 6 so give that some thought and let the team know.

Our Modellers' Corner has developed some momentum, with a second model collection covered in this TRansmission. You will see that we have extended the coverage to other TR related collections too, so if you have anything interesting please let us know, so we can share it with members.

We know we harp on asking you to provide material for TRansmission and we are doing so again. We only do that because readers really appreciate articles and information that comes from fellow TR owners/drivers. We have a common interest in TRs, so please share your passion with stories about your car(s), your restoration and maintenance experiences, trips you've been on, or anything vaguely TR related. A hearty thanks to those who already contribute to the magazine.

Thanks on your behalf to the Committee who have decided to provide all members a TR calendar for 2017. Read all about it, and your chance for an extra free calendar, on Page 17.

Frank has thanked John and Denise Jones for their time as Canterbury group leaders and welcomed Bryan and Carol Thomas. Our thanks to John and Denise specifically for their regular contributions to this magazine. And we look forward to working with the newbies.

And the editorial team would like to thank Frank for his contribution as President, and particularly his support of TRansmission and the changes we have implemented over the years to make it a better read for members. Cheers Frank.

Enjoy the last quarter of 2016.

Stephen, Trevor, & Brian

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

NATIONAL WEEKEND POST-TOUR

This tour will follow the National Weekend and is planned to be a very leisurely drive. We have allowed for time to stop off at the many places and points of interest along the way as well as at the beautiful beaches. More details and maps will be given at time of departure.

Please be aware that because of the remoteness of some of the places we are staying there is limited accommodation available and what is, is pretty basic.

The Tour will leave Napier following the Sunday brunch and travel to Wairoa for the first night's stay. Day 2 (Monday) will take you to Gisborne for one night then on to Hicks Bay for Tuesday and Wednesday nights, giving plenty of time to explore the East Cape area. Thursday we travel on to Whakatane for the last night before heading in our various directions toward home.



*If you are thinking of taking part please tick the 'Interested' box on your National Weekend Registration Form and send it in or email the.weir.house@xtra.co.nz for more details. **Remember as accommodation is limited first in gets the bed. The accommodation is held only until the 30th November.***

Regards

Carol & Ray Weir



2017 Polo Shirt Orders

The Polo shirts are a unisex style made of 100% breathable polyester mesh knit

They are black with white trim (Hawke's Bay colours)

Please select the size and number of shirts required.

Orders will be made on receipt of payment

Close off date for shirt orders **30 November 2016**

Your order will be included with your registration pack

***For an order form, please go to the Register website at
www.trregister.co.nz***

Email: besco@xtra.co.nz

NOTICE OF

ANNUAL GENERAL MEETING

What

T R Register New Zealand
(Inc)

Where

Horse and Trap
3 Enfield St, Auckland

When

Tuesday 1st November 2016
at 7.00pm.

Waikato Wanderings



Greetings from the Waikato group.

The winter days have not deterred us grabbing our opportunities to meet on a monthly basis at the old haunt although in September we have decided to try another venue, perhaps it is the Spring, so we are off to the Redoubt Bar in Te Awamutu. We have even managed to brave the weather and had a run to look at some donkeys as reviewed by Diane below.

Waikato Group Run to Awapuni Donkey Stud

Once again being a member of the TR Register has brought about new places to discover and on one fine Sunday morning in August our Waikato group was off to explore what Gordonton had to offer. The final destination was the Awapuni Donkey Stud but before we arrived there we had the pleasure of a drive in the late winter sun and a wonderful lunch at the Woodlands Estate Cafe.

So how did the day unfold? Eight vehicles assembled outside the cricket park in Cambridge; 6 TR's, 1 Lotus and 1 GT6 and 16 car enthusiasts. We headed off in the direction of Morrinsville, the long way round of course, and got to meander up into the hills for wonderful views over the Waikato countryside being flooded in the winter sunshine. Everyone was given directions, however once the first car took charge, the rest of us followed and in doing so got to focus more on the views and less on the instructions so thank you to the leaders.

Before long our wanderings brought us to the Woodlands Cafe. Due to the fine weather over the preceding week we were asked to park our cars on the park area overlooking the cafe. This provided a spectacle for the other diners at the cafe and also provided us an opportunity for us to kick back, enjoy the food, the sun and the gardens as well as the vista of our cars parked on display.

Next stop was the Awapuni Donkey Stud. Did you know that there are 3 main sizes of donkeys; miniature, standard and the Mammoth? This fact was only one of many we were introduced to while we got to see a vast array of shapes, ages and sizes of donkeys as well as turkeys, peacocks, goats, chickens, sheep, fallow deer and a dog. Our hostess was named Jenny, of course, and she is known locally as the Donkey Lady. Jenny was very generous with her time and knowledge and often hosts preschool groups of children to her little slice of paradise.

Fond farewells were spread amongst our group as we all dispersed into the afternoon and headed back to our homes. I wonder what we will discover during the spring run; time to put our thinking caps on?

We are all looking forward to the sunshine as the weather changes and more chances to get the Waikato team together.

Happy Motoring
Regards
The Waikato Group

Peter P

The Waikato Group getting to, and enjoying the “company” at, the Awapuni Donkey Stud.



City of Sails Area Report

Third Quarter and I wish I had more to tell you, but I would think it will be the same all over the country with the groups struggling to find dates and weather to join together and allow for some fun on the road. We did have one group outing which was well attended and I will expand on that shortly. Pub Nights as usual have been well attended, with the usual suspects plus a couple of new members coming down to Swashbucklers.

There was one situation which stands out this quarter, and I'll just touch on that. Our current Register spares coordinator Ian Harris chose this quarter to head off to the sunnier climes in the Mediterranean with his wife (of course) and this coincided with a parts shipment arrival. Ian asked if I would be able to check off the delivery and sort the various members' purchases for him, which I agreed to do. I'm going to take this opportunity to thank on your behalf, Ian and Kevin before him, for "volunteering" to give up their own time to do what is really an important job, which makes sure You get the parts you wanted, ordered and received in as good a condition as possible, and which ultimately allows for our quality cars to be enjoyed by everyone. It takes a long time to sort through the arrivals and check them off against the orders and invoices, then match with members own orders, and to give you an idea how long, Brian Sadgrove and I spent 4 hours on a Saturday arvo then I spent a further 5 – 6 hours sorting and checking to make sure all the right parts went to the right people. A big job, an important one, and a big Thank You from me! Good job!

I'm also going to take this opportunity to reach out to members who may be interested in having their "Pride and Joy" represent the Register at next February's Ellerslie Concours d'Elegance. At this year's National Weekend Forum one member commented that it would be good to have a car (or cars) from outside Auckland feature in the Judges Ring! Well, here's your chance; with 5 months before the Ellerslie Classic Car Show we are looking for 2 of the best cars in the country to fly the Register flag. Please email me if you are keen and believe your car is at a Concours Level!

Right, to the real reason we own Triumph Roadsters – Driving! In August members of the Auckland Group were set a run by Ian and Rona Ramage, enjoying the country roads to the North West and North of the Auckland Metropolis.

A group of hardy souls lucked in with the weather and met for a coffee at Soljans

Winery in Waimauku, then set off to Bethells Beach on the west coast.

Mainly topless - outstanding.



A Doretti, TR250, 3 TR6's, an Opel Saloon, a Lotus, and a few moderns, made up the numbers, and as you can see from the photos the majority went topless, outstanding.

Bethells in the west, then north to Kaukapakapa, and north east to Wainui, on scenic rural roads. Then it was south on Dairy Flat Highway before taking rural roads to our lunch destination at Hallertau Restaurant in Riverhead. One and a half hours of driving to get to a restaurant that was less than 5 minutes from where we had coffee, nice work Ramages'.

We were joined for lunch by a recent new member Nick Kemp, recipient of one of the fine TR's which were recently put up for sale by Ian Macpherson, from the Waikato Group. So, another fine TR6 comes to the Auckland Group, perhaps the TR6 centre of NZ? At least Ian didn't sell all his TR's, just thinned out his collection a little. It is a little disturbing, however, the number of members selling their TRs in favour of MX5s. Is this just an Auckland thing or are other groups noticing this as well? Hmmm...

The next quarter will once again be full to bursting with activities and I look forward to all that the warmer months will bring. The AGM is next month, and while it is held in Auckland you all have an input and it would be excellent to hear from some of you, this is Your Club, let us know if there is something you want to say!

Short and Sweet!

Happy MoTRing

Steve Martin





Deep South Group

It's good to see Spring again although Winter has not been too bad here in the South.

The motoring season has started to get under way at last. The Deep South Group had a stand in the annual Autospectacular Car Show again this year. We have been entering this event for quite a number of years and over that time we have had good support from our members. This year's event was under the control of the Deep South "Ideas" man, Colin Deaker (see photo).

It was decided that instead of having all TRs we would display some of our members' "other" cars. Mark brought along his beautifully restored Mitsubishi Starion. These are becoming a very rare car and it created a lot of interest. Colin had his Trophy winning TR3 and Dolomite powered TR7. Glynn Aston displayed his very nice Triumph Stag, a well presented vehicle and a credit to Glynn for the work he has put in to it. Barry Lay has just finished getting his Triumph Vitesse back on the road after some major work. This vehicle created a lot of interest and it may lead to some new members to our group.

The Deep South Group has always encouraged other makes of car owners to join us as well as TR owners. The interesting thing is that they join us with a non TR and often wind up getting a TR when one comes on the market. We work on the principle that if you enjoy motoring we will enjoy your company.

Things are well in hand for upcoming runs later in the year. John Langley has organised a run through to Te Anau and Milford Sound in October, taking in the famous Milford Tunnel. Helen and John have also offered entrants the chance to walk up the Gertrude Valley with them and see a different piece of NZ, this time not from the comfort of the TR but on their two legs. This is a run tailor-made for TRs. It's the sort of country that is made for open top touring.



**“Ideas Man” Colin Deaker,
and the real powerhouse, Jo.**

The annual End of Year Mystery Run is on from Friday 18th to Sunday 20th November. This year the run is under the control of Lorna and David Wright. They have both been very busy organising the route and accommodation and have assured us that we are in for a very memorable few days.

On Saturday 3rd December Robyn and Owen Penno have arranged for our group to visit Clachanburn Country Garden at Patearoa, Central Otago. This promises to be trip well worth doing. The gardens are “Gardens of National Significance” and as a bonus it is a great part of the country to visit, need I say more!

Happy Spring motoring

Jane and Trevor

Wellington Wafflings...

Spring is being as rubbish in Wellington as everywhere else, but back in July it was a different story, with Wellington TRs enjoying a sunny run up the Kapiti coast to our mid-winter lunch at Café Te Horo.

There, we met up with Ken Pfeffer and Alan and Gael Hylton from Wanganui and we all had a chance to admire Ken's newly restored TR6. This was looking very smart in damson red and running very nicely too; thanks no doubt to a fine pair of SUs in the proper place instead of all that other plumbing people sometimes have.

This was also the first time that Wayne Lightfoot joined us for a run with his smart blue TR7 with white soft top. Wayne is not so much a new member of the register as a recycled one, having recently rediscovered that there really is no substitute for a TR.

This correspondent is certainly missing his, but hopefully by the time Summer arrives the 3A's gearbox will have moved itself off the garage floor into a position more closely associated with the engine. I understand that this sometimes results in power being transmitted to the rear wheels, but my knowledge of these things is a bit sketchy.

Finally, I had hoped that this report would also include coverage of our Spring fish and chip run, which was programmed for September 18th. However, more than usually heavy Spring showers meant that we will be rescheduling this event.

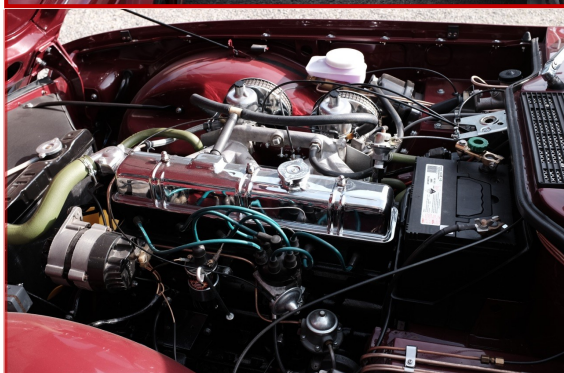
Happy motoring.

Jonathan



Above: lunch at Café Te Horo.

Below: Ken's new TR6 to usual top standard



Hawkes Bay Happenings...

Spring has arrived, but I don't know what happened to winter. We seem to have moved from a very long autumn into spring, although we did have a couple of weeks of winter weather.

Our Nationals team have been busy sorting things out for March with most things



organised and just a few finishing touches to be done. Accommodation bookings have been made by many and The Harbour View Lodge is now full.

Ray and Carol Weir have been working on an After Weekend Tour and details are elsewhere in this TRansmission. We have also decided to have National Weekend polo shirts available to purchase. There is an order form available on the TR Register NZ website and there will be updates for the weekend.

Early in July we had our Mid-winter Run. 5 cars left East Pier with instruction sheets provided by Bruce & Trish Hislop. This was to be a test and fine tune for one of the National Weekend events. It was one of those winter days, not many TRs were evident, it was a great run and we all managed to reach the end Well done Trish & Bruce, meticulous as ever. Our day was complete with a very welcome stop at the Ironside's home for a coffee/tea and fab date scones. Time together to discuss progress/planning on the National Weekend. What a team!

A couple of TRs have changed hands, Richard Hibberd's beautifully restored TR4 has gone to the South Island and Alan McClintock's lovely TR4 has moved from Havelock North to Napier. Up on jacks are Bruce & Susie Ironside's very low mileage TR4 having a gearbox/overdrive upgrade and the Bevan's TR6 having repairs done to the diff mounts. As always one thing leads to another!

We are all looking forward to hosting you in Hawke's Bay in March. It is a busy time with the NZ and then World Flying Fifteen Champs in the week or so leading up to our National weekend, followed by the Horse of the Year. It's all go here!! Be in if you are wanting to come!!

Happy MoTRing

Graeme & Joy

CALENDAR PHOTO COMPETITION

\$\$\$\$\$

Your photo as "Car of the Month"

PLUS a free calendar

Email photos to: editor@trregister.co.nz
by 15 November 2016

The calendar will be produced again for 2017 and provided to members at no charge.

That means we need you to send us your photos again, by 15 November 2016. Winning entries will again receive an extra free calendar (and members' grateful thanks).

The photos we want are of a car or cars (TRs only). We don't think photos of members (with or without cars) is calendar material, but if you think we have that wrong drop us an email with your thoughts.

The photos need to be 2.5Mb or larger to print well.

As they all say - the judges' decisions will be final and no correspondence will be entered into. But we are happy to answer any questions or have your ideas on the calendar content, format, etc.

**Please send your
photos to
editor@trregister.co.nz**

**Entries close on 15
November 2016.**





Top O' The South

THE TOP O' THE SOUTH REPORT

Unfortunately TR Register cars have been absent from Nelson / Marlborough roads this quarter. I'm just as guilty. Priority has been to my yacht and giving her a 7 month makeover. A seven day a week project, with no break, so pleasure motoring was curtailed. I missed some wonderful outings with the Classic Motoring Society. That's a shame, as great winter motoring opportunities abound here. Calm settled conditions, often frosty but fine and sunny, and blessed with great scenery, make winter a season to be enjoyed. The best I could manage was commuting to and from the boatyard in the TR3A. But I'm a free agent now. The yacht's back on her mooring and I'm keen to make up for lost motoring.

I did manage a brief change of scenery for the Triumph. The local college borrowed the vehicle one evening as a prop for the senior's ball they'd arranged. Got the proverbial star treatment too. Parked outside under the night sky, on the red carpet, and under floodlights. As usual, the car was in topless mode. A cracking frost descended. By the time I drove home things were seriously cold. The upholstery was dripping wet with the night's chill and the windscreen kept freezing over. A bitter journey ensued, with frequent stops along the way, trying in vain to clear frost from the windscreen. A relief to get the car into the garage and reach the warmth of the house

More and more the TR3A is being seen as the car to borrow. Not long after the above-mentioned college ball photo-shoot I received another couple of requests. A Blenheim college had a ball in the planning stage, and ...'would my car be available to help deliver students on the night?' And a local (Picton) community group was to hold a casino evening, a fund-raiser for a charitable cause. They approached,... 'could they borrow the TR3A as a prop, to support the theme of their evening?' Unfortunately I declined both as obligations elsewhere ruled out participation. Regretfully, as I do feel obliged to make the TR3A available, and willingly support requests if and when I can.

Nelson member, Jon Harrey has locked away his Triumphs, the TR4 and TR7, and is enjoying the balmy climate of South East Asia. An email from Jon indicated he's moved on from Hanoi and arrived in Saigon. Being the keen TR man that he is, his eyes are peeled for a glimpse of the coveted Triumph badge. There's no shortage of scooters over there. They're everywhere. At last count he'd spotted four million, six hundred and thirty two thousand, nine hundred and forty six of them. But not a Triumph vehicle to be seen anywhere. Even searched in the Cu Chi underground Tunnels without luck.

The most recent communication from Jon announced his arrival in Koh Samui, Thailand. Sheer bliss after downtown Saigon, apparently. And he continues hell-bent on chasing down a Triumph. But as I write this, success is eluding him. Triumphs in Thailand are just as scarce as Triumphs in Vietnam. (you'll strike gold landing back in Auckland Jon, lots of Triumphs there. A veritable feast for the eyes - - Triumph spotter's heaven)

Andy Lee, another Nelson member, remains with his TR6. Repairs are awaiting. The last indent order saw some goodies arrive, but they're still sitting in Andy's garage. Neatly stacked. Trouble is, Andy's mid way through house renovations. His work's cut out wielding hammer and saw as opposed to spanners and tools. There's a certain someone who shall remain nameless putting the pressure on... "don't you dare work on that car until our house renovations are completed"... We know there must be strong temptations to sneak out and spend time on the TR6. Our advice is simple. "Don't risk it Andy, the consequences don't bare contemplating!"

Brent Cameron is also one with off road woes. The Doretti requires that bit of TLC mentioned in our last edition. Work's interfering, and Brent hasn't found the time necessary to fix the various niggles. In the interim, he's taken part in some very appealing Classic Motoring Society outings. Unfortunately he was spotted behind the wheel of a different badge. My loyalty to the TR marque prevents saying more, suffice to report they covered a lot of countryside and enjoyed some great days on the road.

I've learned that John and Denise Jones have stepped back from their Canterbury Group Leader role, now replaced by Bryan and Carol Thomas. Let me acknowledge the initiative of John and Denise in involving the Top O' The South in whatever activities the Canterbury Group had planned. Thank you both, Avril and I have appreciated the outings and the conviviality of the Canterbury members. We look forward to catching up with you both whenever circumstances permit. For the time-being, Denise, and to you John, enjoy your respite from the Group Leader's desk. A respite well earned.

Cheers from the Top O' The South Group

Bill



Canterbury Tales...



After four years of dedicated service, John and Denise have retired as convenors of the Canterbury TR group, but they are definitely not giving up driving a TR- that is, not when John gets his engine rebuilt and installed. Meanwhile, I guess they will just have to drive that old Jag of theirs. Many thanks to them for working so hard in Canterbury. The new convenors are (yours truly) Bryan and Carol Thomas. We have met many of you over the years we have been driving TRs and we look forward to continuing our many friendships at local and national level.

Here is a little story that may help to keep you on the road and avoid some embarrassment. In Dunedin, at the Nationals last year, the gearbox in our TR2 complained loudly when climbing one of the hills south of the city. We managed to return safely (and slowly) to the hotel and a glance at the dipstick revealed a profound lack of the slippery stuff. Not too difficult to rectify – except every time we stopped, there was a dark stain on the ground. After returning home I discovered that the exhaust pipe had been hung from one of the studs that attach the gearbox to the overdrive. Vibrations in the exhaust had loosened the nut allowing oil to dribble out. I made up a bracket to hang the exhaust from the chassis and there doesn't seem to be any permanent damage, but next time you are underneath your car it might pay to glance at the exhaust hangers.

We visited the UK in July and while we were there we took the opportunity of calling in at the UK TR International Weekend. This was held at the Lincoln showgrounds on the weekend 15-17 July, but we only managed half of the Saturday as we also had tickets for the Farnborough Airshow the following day. It was well worth the visit, with continuous and very entertaining banter from two comperes who introduced topics and interviewed enthusiasts from the TR world.

Particularly interesting was an account of the entry of a TR3a in the Le Mans classic and the car hot off the boat from France was on display. This car was sponsored by Millers oils who are (re)developing a range of oils specifically for classic cars so this might be worth keeping an eye open for. Also on display was probably the fastest TR7 V8 around, heavily modified by Grinnall. Few components of this car would be in unmodified ex-factory condition.

TS2 was there, the second TR2 off the production line and now owned by the UK TR Register. Also in evidence were 200 or more TRs of various types and variants together with the occasional Roadster, Gloria, Italia and other Triumph marques. The trade supported the event in good numbers offering replacement and uprated componentry including engine, gearbox, overdrive, electrics, suspension – you name it, it was there.

Back in Canterbury we gave winter the old heave-ho with a well-attended dinner at Baillies Bar in August and we are looking forward to an event filled summer of motoring.

Bryan and Carol



Left - TR3a at UK Nationals, just returned from Le Mans Classic

Right - TR7 heavily modified by Grinnall



: Just a few of the TRs attending the UK Nationals

Blast from the Past...

Smiths Gauges

The U.K. speedometer maker grew to an industrial giant that eventually spun off its gauge business

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SPECIALITIES.

THE PERFECT Speed Indicator
SAVES FINES Every week.
Indicates SPEED, MILES PER HOUR, TIME, FUEL & GAS. Indicator light and throttle.

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If you've ever driven a British car made before the 1970s, there's a good chance that you've stared at a set of Smiths gauges. The U.K.-based company supplied speedometers, tachometers and various other clocks for the instrument panels of MG, Jaguar, Rolls-Royce and just about every other British-based automobile manufacturer.

Founded in London in 1851 by Samuel Smith as S. Smith and Son, the concern got its start making watches and clocks as well as selling jewelry and precious stones. Success allowed them to expand to a larger location and open additional shops in the 1870s when Samuel Smith, Jr. took over. Their reputation had grown near the end of the 19th century such that they advertised as "Watchmakers to the Admiralty and the Royal Observatories." But it was with the dawn of the automobile that Smiths really came into their own.

Although some sources indicate that Smiths built the first odometer in the U.K. in 1900, known as a "mileometer," they didn't start into speedometers until a few years later. This part of the business rapidly grew to become the primary concern and a new publicly traded company was established in 1914: S. Smith and Sons (Motor Accessories) Ltd, with the third generation Allan Gordon Smith as its

director and also a patent holder of an early speedometer. As the automotive business took off, so, too, did the aviation business with World War I, a time when the firm supplied aircraft instrumentation, in addition to other products essential to the first mechanized war.

Throughout the decade following the war, Smiths' gauge business flourished, as did other facets of their automobile supply business. They purchased M.L. Magneto in 1919 and K.L.G. Sparking Plugs in 1927, the same year they acquired the rights to produce Jaeger instrumentation for the British market under license. British Jaeger gauges are essentially re-branded Smiths gauges. But in 1930, Smiths sold off all of their businesses related to lighting, starting and ignition, including M.L. Magneto, to Lucas, and the two companies agreed not to manufacture products that the other already had an established foothold in. It's hard to believe such a deal would pass antitrust muster today. If you've ever wondered why a car full of Smiths gauges typically had a Lucas ammeter, it's because Smiths left that business to Lucas.

With the Second World War, Smiths continued to prosper. In 1939, the fourth generation director, Ralph Gordon Smith, presciently opened a factory in Cheltenham, some 100 miles west of London, fearing exposure to bombing at their main plant, which was partially damaged during the Battle of Britain in 1940. During the war, Smiths re-organized once again, this time changing the company name to S. Smith and Sons (England) Ltd, with four divisions: Motor Accessories, Industrial Instruments, Aircraft Instruments and English Clocks. By the 1960s, with an additional marine division, Smiths automotive division was making spark plugs, car radios and entire instrument panels, and the name changed to Smiths Industries.

As with many facets of British industry in the 1970s, the automobile business took a beating, and by 1984, Smiths sold off the motoring division to Lucas, who in turn flipped it to another company before VDO acquired it some years later. The German gauge maker, having acquired a rival, decided to do away with the wholly owned division and shut down the Welsh factory. The local management team acquired the operations and formed Caerbont Automotive Instruments (www.caigauge.com), which continues to engineer and manufacture Smiths gauges in Wales with about 50 employees. Today, CAI makes traditional mechanical gauges as well as more modern units with electronic instruments. Although the OEM business is not what it used to be, they still count the likes of Morgan, Caterham and Noble among their clients. Here in the U.S., you can buy new Smiths gauges from official distributor and warranty servicer Nisonger Instruments (www.nisonger.com) of Mamaroneck, New York, whose relationship to Smiths goes all the way back to 1949.

Smiths Industries continued with its industrial businesses and exists today as Smiths Group PLC, a multi-billion dollar conglomerate that makes detection equipment (think airport x-rays and the like), medical devices and other engineered components for the energy and communications industries.

MODELLERS' CORNER

Nothing like a challenge!

I am sure all of you saw Steve's article in the last Transmission about his models and the suggestion for me to write about mine. So here it goes.

I bought my TR2 in September 2002 or around that time.

Marian and I love window-shopping in antique and op-shops, that was until Trademe got invented and most of them closed doors. It was on one of those occasions that I saw a Yellow Dinky TR2. Excited I came home and told Marian about it, the price, and that I thought it was quite expensive. Her reaction, "go back and buy it, if you like it that much!" I was busy with work the next day she knew, but I returned 2 days later and asked the shopkeeper about it, as I didn't see it anymore. "Oh the TR2, that has gone to Aussie", he replied without missing a beat! \$#@%^\$#&^% and some other expletives!

Came home that night and told my dear wife. A few weeks later whilst unwrapping Christmas presents, there it was, my first TR2 model! She had rushed to the shop the very next morning, bought it and told him not to let on. Did he play his part!

As some of you understand, once you have 2, it is the start of a collection, and in dribs and drabs more TR's turned up. All sidescreens, as from the other models the real one wasn't present in my garage, therefore I wasn't really interested in models of them.

A given when being member of a car club is that you make new friends. One day one of these friends sent me an email, "just the thing for you". An auction in the States, with heaps and heaps of Triumphs. Interesting. Yes. Lots of nice "stuff"! Some I wouldn't mind having, some a MUST. Box lots, individual models, trays, full of them, 1:43, 1:18, all sorts of brands, some without brand! Now while I wasn't the only one interested, I managed to get some winning bids and some winners! Lots of emailing to and fro, about the packaging, sending, GST on the New Zealand border etc.

It was decided to send 5 box lots to me down under however, Nothing happened for a long time. It takes weeks anyway to get from A to B (or from US to NZ), more emails followed. Waiting for replies, questioning what way they sent it, by ship, plane, zeppelin, train, stagecoach, if they knew where NZ was, etc? Then after some 4 or 5 months a positive email. They found my boxes in the back of a warehouse as they were cleaning out for the Christmas rush to create more space. Just short of wanting more money for storage, the transport company who lost them in the first place, sent them off to me.

Forgotten about most of what I bought during the nightly exercise the first boxes arrived early December. (I believe the auction was in June or July). The next day another 2. Two days later the last one.

As I said mostly TR2's and 3's, some 4's, 5's, a cardboard box full of 6's, 2 seven's, and the odd other Triumph model, mainly Herald's and GT6's. Forgive me, even some MG's, Healy's and other models, too many to mention. And some have seen it, 'a Wooden, Hand Made TR6 in a display case'. A must have, from the moment I laid my eyes on it. (And that's what Steve said when he first saw it)

Trade me was mentioned before, and every now and again there is a sidescreen on there, always keeping an eye on them. Ebay not anymore. The cost of shipment from the US has gotten ridiculous.

They all live in the garage, with the real cars. I believe they are as much part of the same hobby as the real cars, definitely cheaper and don't break down.

So, that is my story, who is next?

Jan Hendrix



COLLECTORS' CORNER

The **Modellers' Corner** suggestion from Steve Martin last issue has seen a couple of members' collections shared with us. Thanks guys.

Now Warwick Protheroe has sent on some classy shots of part of his extensive TR brochure collection, which apparently fills three briefcases. So now we also have **Collectors' Corner**.

What TR collection (models, brochures, clocks, t-shirts, etc) is hiding in your garage or shed (or lounge!)? Our readers would be interested to have a look, so please send an email to the editors with a bit of background and some photos.

editor@trregister.co.nz







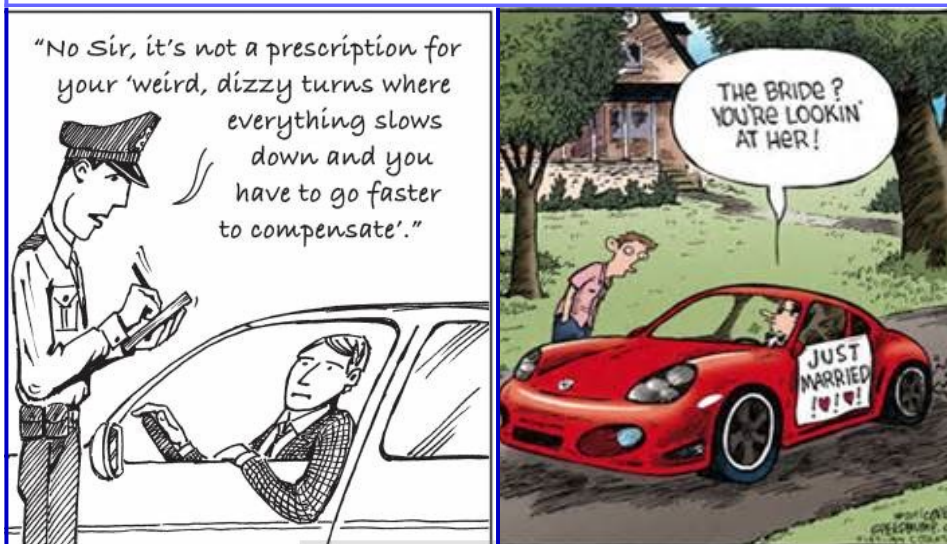
CAR...TOON CORNA



Little Billy and his Dad were down at the autocross watching the Triumph Spitfires zipping through the cones.

Little Billy looks up to his Dad and says, "Dad, when I grow up, I want to be a Spitfire driver."

His Dad looks down at him and says, "You can't do both, son."



The Registrar Reports...

Ian Macpherson is moving from Katikati to a spot nearer Tauranga. Unfortunately his new man-cave is a little smaller than his existing one, so he has decided to cull his quality fleet of Triumph sports cars from ten to five. His TR3A has gone to Mike Thorman in Tauranga (who came to view Ian's Vitesse, but bought the TR3A instead). The Vitesse has gone to North Auckland, his TR7DH is now in Christchurch, his GT6 is now in Thames, and his TR6 now lives with new Register member Nick Kemp in Auckland.. That leaves Ian with ONLY his TR2 (good old BT303), TR4A, TR5, TR7V8 Grinnall, and Dolomite Sprint for the new man-cave...

Much of TR activity over the past three months has been via TradeMe, with TR6s being the major players, although a 1976 Spitfire sold for \$28,000... The reserve price was \$18,000.

TR6 Comm. CR1689-O Engine CR963HE Rego 1973TR is now with new member Colin Weatherall in Grey Lynn. This car is recorded as having 2 previous owners (?), the last being Mark McLaughlan.

TR6 Comm No. CP75759-O, rego. TEEAH6 was for sale on TradeMe for \$45,000 by committee member Brian Sadgrove. Fresh from a quality restoration, it sold the same day.

TR6 Comm. CR1488-O, rego was GM8442 / GLS775 / ND8443, now KBD84 recently sold by Chris Dakers after a comprehensive restoration over recent years.

TR6 Comm. No. CP75800-O rego. FS7765 for sale at Waimak Classics for \$39,500. This car has been owned by Les Hogbin since the early 90s.

TR3A Comm. TS6455-O, rego AP7988 was reported by Peter Drummond as now owned by Don Yeaman in Wanaka

TR4 Comm. No. CT24096-O, rego. MT8238 was listed for sale on TradeMe by Waimak Classics for \$38,500; it was withdrawn after 3 days so was presumably sold...

TR4 Comm. CT32792, rego GH1275 is now owned by Harold Kidd

TR7V8 DHC rego TR3500 for sale via TradeMe and asking \$13,000. This car was owned by Brian Whiteman of Howick circa 2005.

TR7V8 DHC rego. MO9836 for sale on TradeMe asking \$22,500. This car is fitted with a 4.4litre 'warmed' engine ex a Leyland P76 and features a resculptured front end.

If you are into internet browsing, this site lists "all" the known appearances for Triumphs in the movies: <http://tinyurl.com/jmv5jcv>

Other Triumph sites which may be of interest:
<https://m.youtube.com/watch?v=49OC9WmlXyM>
<https://m.youtube.com/watch?v=N5YOhG1hWeo>
<http://tinyurl.com/j5ltwjje>

Kevin

TRansactions

TR2 parts

Steering Column & box – \$500

Ian Burk

Ph 0275791320

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

Triumph PI Components

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

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

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

Robert Johnston
09-5754151
021942684
tr@dataquest.co.nz

Free to a good home

1 x TR5 steel wheel, full trim style

3 x TR6 steel wheels, early full trim
style

All in excellent condition, no rust or
significant damage.

In Christchurch Can forward photos
if required

Dave Cable
021 767 200 or cable@xtra.co.nz

TR bits for sale

Used but very good set of 4 x wire
wheels with tyres (not chrome)

Set of TR3 steel wheels with hub-
caps and tyres -offers

TR4A Rear half with damaged left
rear corner. Has left guard with it – of-
fers

Rotisserie (Basic) to fit bumper
mounts for TR7 - offers

TR7 soft top. Brand new

TR7 Stromberg carbs still on mani-
fold.

TR7 RHD dash

Various TR7 parts left over from a
dismantled vehicle. (No motor or gear-
box parts).

Please phone Vishu 021783711 or
email papesto@yahoo.com

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
+64-21-917-848

One owner TR4A,

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

Phone Ashley
(03)6126644.

WANTED

TR3A parts

Badge-bar and Jaeger
Water Temperature Gauge

Bob Birdsall
jandbbirdsall@clear.net.nz

TR6

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

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

Sold it due to twins on the way

All years considered but
must be a good example.

Colin Weatherall
Mobile 0274733888

TR2 Heater radiator

Ian Burk
Ph 0275791320

TR2 radiator

Geoff Edwards
0274 338 452
Email tubehead@xtra.co.nz



TS2 – the second TR ever off the production line - P20



The Waikato team - see P8

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TRIUMPH TR2 2nd, 3rd & 4th IN THE 2,000 c.c. CLASS

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