

# TRansmission

#169 December 2016



**MERRY CHRISTMAS**

Official Magazine of TR Register of NZ



Hawke's Bay Happenings -



# TRAnsmiSSion

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## FRONT COVER

**A recent Deep South Group run  
had a number of fords.**

**Colin Deaker rises to the  
challenge.....**

*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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# TRanSport

Well, Hello Folks – this is my first missive as newly elected President. And looking back over past President's Reports, I've got a lot to live up to!

Our AGM was held on November 1<sup>st</sup> at The Horse and Trap in Mount Eden, Auckland. It also doubled as the Pub Night, so was well attended by Auckland stalwarts. As you are aware from Frank Cleary's Annual Report, Frank stood down from the President's role after 6 years. My thanks go out to Frank for all the effort he has put in to the role. Frank is staying on the committee and will help keep me directed as I take up the reins.

Robert Johnston has stood down from committee after some 25 years, over which time he had held virtually every office available (not all at the same time). Again, my thanks go out to Robert for his commitment and dedication. It is quite probable that Robert will continue to offer international liaison and technical support from outside of committee.

Brian Sadgrove has also stood down (and unfortunately sold his newly restored TR6 – trading it for an MX5 !!!). I thank Brian for his contribution to the committee, particularly in his role as Webmaster (but have to question his car choice)! We are now on the lookout for someone to take over the Webmaster role.

To redress these losses, Ian Ramage has joined us on Committee – welcome Ian.

In the short-term, I will continue running spares, but will look to pass that function on too.

Neither the Spares nor the Webmaster roles need to be run by Committee members – they could just as easily be run by keen members from anywhere in the country. So – any volunteers ??

It is always pleasing when we hear of increased activity within the Register. A new regional Group has been formed in the Bay of Plenty by Ian MacPherson. Well done Ian. Contact details and an initial report are to be found elsewhere in TRansmission.

No doubt there will be a plethora of Register and car-related events that we will be attending over the summer months. The 2017 Nationals in Napier next March looks like it will have record attendance. I hope to see you there.

In the meantime, Happy TR'ing and I hope Santa is kind to you.

Ian.

# EDITORIAL TEAM

## TALK

Merry Christmas from the Editorial team. We hope that it is an enjoyable time for you, with family and friends, and involving some TR activity at some stage over the break.

Others in this magazine have commented on the departure of a few members from their TR Register positions. Both Frank and Robert have been very reliable, consistent, and enthusiastic contributors to TRansmission, so we would like to acknowledge the major contribution that they have each made to the Register in general. Thanks guys. We hope that your reduced responsibilities on the Committee might give you a little more time for continuing to produce quality articles for this magazine!

Welcome to a new regional group from the Bay of Plenty. Ian McPherson has his first article in TRansmission this edition and we're sure that all readers wish this group every success and look forward to reading about your local activities.

Under the heading *Blast from the Past*, we have shared some fascinating information from John Rummery about the history of his Swallow Doretti. In his email to us, John said "*I wondered if you could start a new section called "Blast from the Past" in which members posted a photo of their car at some point in its previous history, with or without a story to go with it.*" We think that's an excellent idea, John, so members please get into the spirit of this and send us something. Then and now photos, any background ownership history you may have researched, or anything else about the history of your car. Members love to read this sort of information and we cant provide it to them unless you share it with us. Pleeeease.

Nationals is now getting very close. Hopefully you have your registration in if you are planning to be there. The travel up and back for South Islanders will be a bit more challenging than usual with the

closure of State Highway 1, and the alternative route being very busy and apparently wearing out in places, but that pales into insignificance when considering the impact the recent quakes have had on some of our members in the upper South and lower North. Our thoughts are with you.

We have been advised of the sad death of a long-time TR enthusiast in Canterbury, Bruce Raxworthy. Our condolences to Bruce's family.

A panel beater by trade, Bruce had previously restored and owned a TR2 and also restored a TR3A which he sold fairly recently. The wall of his business premises in Christchurch sported a larger than life painting of the 3A such was his interest in the marque. Bruce kindly provided Frank with all his sidescreen spares 18 months ago in order to assist with rebuilding his TR2 and any remaining parts will be available to club members when the project is completed.

Included with this magazine is your 2017 calendar. On your behalf, thanks to the Committee for approving this benefit for members. We hope you enjoy it. In the March TRansmission, we will advise you of the winners (if you don't already recognise their cars in the calendar).

Again, here's hoping you have a wonderful Christmas and our best wishes for the new year.

*Stephen, Trevor, & Brian*



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





**Thursday 2<sup>nd</sup> March – Sunday 5<sup>th</sup> March 2017**

Our organising team has been beavering away crossing Ts and dotting Is to ensure this event will be enjoyed by all.

A reminder that registrations close on **31<sup>st</sup> December** as do orders for polo shirts (order form on the TR Website).

We have decided on a theme for Saturday night of “A Touch of Bling”. This could be sparkly apparel, jewellery, Art Deco style or perhaps something with a motoring influence. Let your creative talents flow!



A brief rundown of the weekend programme:

Thursday: Registration from 4pm until 6.30pm.

Dinner, your care. Choose from a number of restaurants within walking distance.

Friday: 9am Welcome by the Mayor of Napier then the TR Concours.

The rest of the day is free for you to explore the Bay.  
4.30pm Forum.  
7pm Dinner.

Saturday: The Homestead Run includes a tea/coffee stop and lunch at an historic homestead. 6.30pm Transport provided to dinner venue.

Sunday: A short country drive to an iconic brunch venue and farewell.

Following this the After Tour will commence. We look forward to showing off our special region to you all with our pleasant climate, empty roads and easy lifestyle. Welcome to Hawke's Bay.

## ***The Hawke's Bay Team***



# Waikato Wanderings



Spring is rapidly giving way to Summer which means lots of TR driving to be had in the coming months but as we farewell our 2016 TR year we have managed to squeeze in one last Run from Cambridge to Waihi Beach.

We have continued to enjoy the beverages and delicious food at our pub nights as we discuss the joys of motoring in a quality TR!

## **A report on our Run from Cambridge to Waihi;**

*It seems quite bizarre to think that two short hours ago we were enjoying the sun at Waihi Beach given that it is pouring with rain back here in Cambridge but those are the rewards from taking the TRs' out on tour.*

*This is the last of our runs this year and we certainly were met with a real mixture of conditions as we set off from Cambridge to Matamata in overcast conditions although friendly enough to travel with the roof off. Firth Tower Heritage Museum was the first port of call, Anzac biscuits and lemon slice on hand to enjoy made the stop that little bit sweeter and sustain us as we made our way along the Old Te Aroha Road, following the Kaimai Ranges, heading toward the Austin Café in Te Aroha, very nice indeed.*

*Where to next? Waihi Beach beckoned with the opportunity of meeting up with another Triumph and an MG, disguised as a TR due to the TR3 badge attached to the bonnet, travelling to meet us from Tairua. We all sat enjoying the sun, the shared lunch, the company, and the opportunity to dust off the Triumphs for a good old fashioned run.*

*The drive home wasn't as pleasant although we did enjoy that special situation where it is pouring with rain, the roof is off but you don't get wet, well, not unless the car stops at an intersection, then the game changes and the eagerness to set off again sets in. The wind was severe as well buffeting the little 1962 TR4 about but not deterred we charged on and soon arrived home safely.*

*There are so many aspects of enjoying a drive in the TR; the unique sound it makes as it powers up, the unobstructed views of the huge sky and landscape, the feeling of smallness next to today's moderns, and simply being part of a convoy of TRs with the odd Lotus thrown in for good measure.*

*However you want to look at it, these get togethers are always great value and this year we have been fortunate to enjoy many such opportunities so rock on 2017 and all the good times in store.*

*Diane Parker*

And finally a small story to tell about those pesky British car oil leaks!

On taking the TR out of the garage for the above run, I noticed a small patch of oil on the garage floor, cursing the 1960's British automotive sealing technology I cleaned



the patch up and put that leak on the back burner to check out when I got home. The next day there was the patch on the floor again. It must be the output shaft seal on the gearbox, but I put a new seal in, but did I put a new shaft in?? With the area around the gearbox cleaned up I drove the car for a small run then back to the garage. Looking underneath no leak was seen?

Time for cup of tea and check again, back to the car no leak no oil on the floor, but hold on there is oil on the floor further back toward the rear of the diff, oh no a diff leak and we all know that is a real time consuming nightmare. As I examined the diff there was no evidence of leakage and then with a look towards the rear of the car a drip of oil on the drain bung on the floor pan of the boot. With a quick review of the TR4 lubrication system I recalled there is **NO** lubrication in the boot! The culprit in the end was a bottle of oil that had leaked!!! I love my car again, I marvel at British engineering and all is good in the world.

The Waikato Group wish everyone a Happy and Safe Christmas Season and good motoring.

Regards

*Peter.P*



# City of Sails Area Report

Hello members, drivers, restorers, modifiers, partners, wives, husbands, friends, repairers, fans et al. Summer, but not as you know it, has arrived within the quarter and not before time! I'm not alone in my desire to get out and about, and while October had scant opportunity, November has been full and December promises much.

Apart from Pub Night first Tuesday of the month October was all about Administration, with members fees arriving in the post-box at regular intervals. Good Job All, we had a very good response to the reminder in the 3<sup>rd</sup> quarter Transmission Mag, and I think everyone would have had a little chuckle at the due date coinciding with the arrival in your letter box of the magazine, Oops!

November arrived and with it the AGM to kick start the month. Frank Cleary, chose this year to step down as President and I know there would be many of you who would like to thank Frank for the great job he has done in the role. Robert Johnston also chose this year to stand down from the Register Committee, bringing to an end 25 Years filling all the various roles, a wonderful and valued contribution to all that the TR Register is! Brian Sadgrove our Webmaster having sold his TR6 felt that he too should make way for someone else on the committee, but will until we find a replacement continue to fill the role of webmaster. Changes aplenty, which will be reported on in detail, elsewhere in the magazine.

Mid November and the Auckland Triumph Car Club Show n Shine once



Auckland Triumph Car Club Show n Shine

again brought out the full spectrum of Standard Triumph cars. With 42 on display it was an awesome turn out. The Register was well catered for with TR's 2, 250, 6, 7, and 8 on display. Beautifully turned out they attracted a lot of interest, a credit to their keepers. Winners on the day –

Best Race Car  
Best TR2/3  
Best TR4/5/250  
Best TR6  
Best TR7/8

David Snelling TR8  
Jan Hendrix TR2  
Ken Burton TR250  
Ian Ramage  
Richard Wooster TR7



**Left pic :** Herald, Vitesse, Spitfire and GT6's on the left. Standard Vanguard, Roadster and 10 to the right.

**Right pic :** Standard and Stag on the left, MK1 2000's, PI, and MK2 2500's on the right. TR6's in the foreground.

With fewer members finding time to be out and about on a regular basis there is a growing need to be more accommodating of the other styles within the marque, and we in the Auckland Group are intent on pursuing that. The Hard Core like to be out in the air, enjoying the road and the company, and ATCC and Stag have like minded people ..... you see where this is going.

Last weekend of November was reserved for our own Isadora Duncan Rally, and this year we were aiming at a drive through the northern suburbs of Auckland and part of Rodney, before finishing at Ransom Wines in Warkworth

**TR2, 4, 250, 5 TR6's and 2 Spitfires lined up ready to go!**





for a fine lunch of platters, oh and a glass of wine! Weather had been erratic the couple of days before so a Rain Date was talked about, however, the day dawned overcast and we took the punt. Starting with Coffee, we had 8 TR's and 2 Spitfires from ATCC turn up at Westgate, and following a tiebreaker (in case of the same scores recorded) we commenced the rally in fine but windy conditions.

This year's rally was once again organised by Murray and Stephanie Booth and it was a goodun', taking the competitors through some awesome countryside, and clocking up a healthy 120kms. With 26 questions and answers, and a scavenger hunt as well, everyone was kept occupied. We were to meet up for lunch with the Haymans from Sandspit TR2, and making the trip down from Whangarei the Thomas's TR2, the Cannon's TR3 and the Rummary's Swallow Doretti.

All made it successfully to the lunch venue except for Matt Taylor whose TR6 broke a rear shock absorber bracket. Not a happy finish for them.



The platters were lovely, the Rose very nice, and the competition tight with the 'tie breaker' deciding the eventual outcome. Winner with 23/26 answers and all 10 collected in the scavenger hunt, and winning the tie break – Ken Burton, Kim his brother in law, and the TR250, Well Done! Runners up, with the same score – Jan and Marian Hendrix and their TR2. Also Well Done!

December is around the corner and we have a Couples Dinner planned for the last pub night of the year, the ATCC have invited us to a run with them, and 2016 will wrap up with the Pre Christmas Breakfast Run to the Cider Shed in Warkworth the Sunday before Christmas. With the Historic Racing Club, Club Lotus, Stag, ATCC and the TR Register all joining in this last run of the year, it is guaranteed to provide a car park full of fine classic cars, now what could be better!

We have lots to look forward to in the next quarter, the first for 2017, with various club runs in January, the Ellerslie Concours d'Elegance in February as well as our highlight of the year NW2017 in the sunny Hawkes Bay, followed by

the After Tour. And March will delight with more runs, more fun, and more good weather. I will close with a reference to the Ellerslie Concours and my enquiry in the last Transmission for members prepared to offer their cars to fly the flag in the Judges Circle! I had just one member contact me – Graeme Duff from Whitianga, whose TR2 has featured previously in the Concours. We are delighted to accept Graeme's offer, and are still looking for another fine car to partner his TR2. I want to send Graeme and Julie special wishes as they battle together with Julie's rehabilitation following a Stroke in August, all our thoughts are with you.

Well that's about it for the Auckland Group, except to say, have a Wonderful Christmas and enjoy your time with Family, and of course, spend some time out and about in those TR's.

Happy MoTRing

*Steve Martin*





# Deep South Group

The last report for the year from the Deep South. It has certainly been a year of change. It's been a long time since we have had so many things happening in the world that have changed things for ever. The one constant is that TRs just keep on keeping on, thank goodness. For us here in the South it's been another good year with monthly meetings and touring events happening throughout the year.

The End of Year Mystery run has just finished and as usual it was a well organised and run event, thoroughly enjoyed by all entrants. Eight cars headed out from Dunedin on the Friday morning stopping off for coffee at the Palmerston Railway Café where we met up with the Pennos. From there it was on through the back roads of North Otago to the Duntroon Reserve for a picnic lunch. On the way Mark and Vicki took the opportunity to lead us on a different route to the official one. While this led to some consternation for the route setters, it still gave us a look at some roads we had not been on before. After a very pleasant picnic lunch it was onto Omarama to meet up with the people from the Central Otago contingent. 15 cars lined up outside the Merino Country Gifts' shop looked really impressive. The weather was getting better by the minute and boded well for us to be able to continue the weekend with the tops down.

After a welcome and tour briefing from Lorna and David Wright, (the weekend organisers) we headed off from Omarama for the first night's stop at Ohau Lodge. This is an idyllic place to stay and as usually happens on these







types of runs, once we had unpacked it was time to gather in the sun for refreshments and a catch up with what everybody had been up to over the past few months.

The Friday dinner proved to be a wonderful night of fine food and plenty of laughs. The theme for the evening was "Dress in the decade befitting your car." Lots of creative thinking went into the "Dress" part and it certainly brought back memories of bygone days! The 50s, 60s and 70s were an interesting and fun time to be alive. The prize winners were Teresa Dalrymple, Best Dressed Female, Ian Gray, Best Dressed Male and Peter and Lauren Watkins, Best Dressed Couple. In reality, the way everybody joined in and dressed up made us all winners.



It was also a pleasure to help Brian and Susan celebrate their 49<sup>th</sup> Wedding Anniversary. Well done to you both.

Saturday morning dawned clear and sunny. After the group photo and the day's briefing we were given our instructions to make our way to Tekapo by whichever route we liked as long as we were there by 2.00pm. Many took the opportunity to make the run up to Mt Cook, the weather was clear and the mountain was showing itself in all its glory. Some also took the opportunity to make the run up to the Mt John Observatory. Others just cruised up to Tekapo and enjoyed the scenery. 2.00pm saw us lined up over the road from the Church of the Good Shepherd ready to go for a very enjoyable run through the back roads of South Canterbury.

In our instruction, we were told that there was a stop at Burkes Pass that we

may find interesting. It was certainly worth stopping, I think you name it, it was probably there. From cars and car parts, old garage advertising signs, handmade wood furniture and nic nacs. An interesting place to stop if you are ever going through this part of the country. The finishing line for the night was at the Grosvenor Hotel, Timaru. After a superb day of motoring many took the opportunity to go for a walk, socialise or just relax before heading off to dinner which once again was outstanding although, it must be said, people were a lot quieter than the previous evening.

It was a later start on Sunday and this time David and Lorna took us through the Waimate area throwing in a couple of fords which our entrants enjoyed, especially the one at Grays Corner. Some drove through very sedately, others were there to see how much fun they could have. Mark and Vicki tried to drown the photographer while the Deakers



and the Whitrens did their best to see how close they could get cars to being jet boats!! It was all great fun and one you do not get the chance to experience too often, especially one that has plenty of water, is not too deep, has a concrete bottom and a nice easy run in and out allowing the ford to be taken at speed. Is that the sort of thing which spins your wheels? As an aside, it is a great way to wash the cow sh++t off the underneath of the car. Mark and Vicki should have the cleanest car's bottom, the speed at which they drove through the ford.

The final destination was the Riverstone Café for lunch where the cars caused quite a stir as they pulled in and parked. Once again, we had a very enjoyable meal with everybody taking the time to share their experiences of the weekend.

Another great "End of Year" run of fun, sun and fellowship. The Deep South members who attended would like to thank Lorna and David for all the hard work they put in preparing and organising the weekend, it was very much appreciated and the result was a very happy group of TR enthusiasts.

Happy Christmas to all TR members from the Deep South Group. Safe travelling.

Jane and Trevor

## ***Deep South Group Run to Milford Sound***

The drive up the Hollyford Valley through the Darrans and through the Homer tunnel to Milford Sound has to be one of the most spectacular drives in NZ, provided it's not raining! Such was the case on Sunday 9 October when several southern TRs made the trip.

We drove from several Otago and Southland locations to meet for lunch at Five Rivers Café, a café in the middle of nowhere but clearly strategically placed as evidenced by the patronage. From Five Rivers we had relaxed drive to Manapouri then onto Te Anau to our accommodation for the night. Despite the threats of rain nothing much eventuated.

Sunday dawned cloudless but cool. Most of us had our tops down as we motored up towards Homer tunnel. A couple of us stopped at a small parking area down valley from the tunnel and were immediately visited by half a dozen kea which to the delight of other tourists proceeded to peck at our cars. One perched himself on the top of my surrey top and started to peck away at my hat - while I was seated in the car.

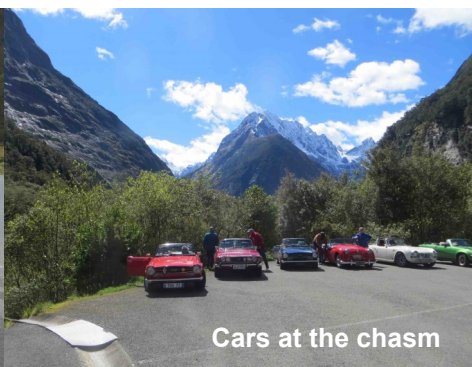
A welcome coffee break was had at Homer tunnel then onto lunch at Milford Sound. Following lunch we headed back to Te Anau for the night but en route several of us went for a walk up the Gertrude Valley. This is a stunning alpine walk among the soaring peaks. Helen the botanist provided insights into the local flora.

Most of us stayed the night in Te Anau and motored home on Monday as the North West was rapidly moving in. Perfect: weather timing, companions, and drive.

*John Langley*



**Kea attack!**



**Cars at the chasm**

# Hawkes Bay Happenings...

Our thoughts go out to those who have been affected by the latest earthquakes in North Canterbury and Marlborough – these have certainly changed many people's lives. It is such a lovely drive along the Kaikoura coast. A shot of the reporter on Breakfast news on Thursday morning after the main quake showed a lovely blue sky day and the seaward Kaikoura Ranges covered with a fresh fall of snow – perhaps Mother Nature trying to cover up the mess she had made.

Congratulations to Ian Harris on attaining the position of TR Register President and thanks to Frank for his dedication to the Register over the past few years (with lots of support from Ann).

Following our last report we have had a lot of rain with warm days in between some cold southerly blasts. This has led to very happy farmers as the countryside looks more like the Waikato.

Not much has happened recently as Joy and I had a few weeks away escaping all that rain and enjoying lots of heat.

Our first run of the 'warmer' season was on November 13<sup>th</sup>. Of course November 12<sup>th</sup> was a lovely balmy day until early evening when it turned to a cold southerly with heavy showers. Sunday dawned overcast but dry with the promise of clearing weather so 3 TRs met at Perfume Point in Ahuriri for a run into Central Hawke's Bay – TR2 of Bruce & Trish Hislop, TR6 of Steve & Maree Bevan and our TR2 (2 cars topless!)

A gentle run into the countryside on empty roads through undulating bright green farmland. Unfortunately as we got closer to the ranges we had a couple of showers of rain, but nothing stops the brave (or foolish?). The conclusion was at the Tikokino Country Hotel for a lovely lunch in warm surroundings. Nice to be out in our TRs again – smiles all around.



Thursday 24<sup>th</sup> November was Club Nite in Hastings at the Thai Silk restaurant – not quite up to our holiday food standard but tasty all the same. Lots of general chat – a good night had by all.

We have a few events on over the next couple of months – check out the TR website for updated details on the Hawke's Bay page.

A very Happy Christmas to you all from the Hawke's Bay team and may 2017 bring you only good things.

Safe Mo**TR**ing

***Graeme & Joy***





**Top O' The South**

# ***THE TOP O' THE SOUTH REPORT***

A meagre contribution this time, with apologies. I'd anticipated a more substantial report, but the forces of mother nature wreaked havoc and mechanical gremlins also struck.

The news media has been full of recent earthquake carnage. An absolute tragedy. That fantastic stretch of Marlborough / Canterbury highway from south of Blenheim, through to Kaikoura, wrecked. That narrow stretch of roading, jostled on one side by the majestic Kaikoura ranges and lapped by the sea on the other, torn apart. Northern cars attending NW2016 would have travelled this stretch, and, as Avril and I always have, marvelled at the splendour of the Inland and Seaward Kaikouras. Thankfully the Government has signalled its intent to repair and re-commission this road, so in time, it will again provide an essential and spectacular link.

On the home front I've had tidying up to contend with. Lots of items displaced by the quake and strewn all over the floor. Nuisance value, but a couple of aluminium windows were sprung and distorted out of shape. They'll be subject to an insurance claim. More of a worry is that the TR3A now refuses to run. Can't blame the quake for that! I've spent a good deal of time fault finding, thoroughly checking electrics and the fuel side side of things too, but to no avail. I suspect there may be a carb issue. There's a bit more delving to do yet.

On a positive front, this quarter has seen growth in our membership. Alan and Ann Blackie, of Collingwood, owners of a TR6, have joined the Register. And Leon Broadbridge of Blenheim has also signed. A most welcome addition, and we look forward to seeing these new Top O' The South members out on the road enjoying the triumphs of Triumph ownership.

Leon recently purchased a 1962 TR4, ex Nelson, (Reg No. KK1964) and is losing no time with its re-build. He's doing a really nice job. It will make a striking and welcome addition to the Top O' The South fleet. We have obtained a couple of photographs, and they appear on the next page. One shows the TR4 being loaded onto the trailer in preparation for its relocation. The other depicts the car part way through restoration, clear evidence of Leon's ability with things mechanical.

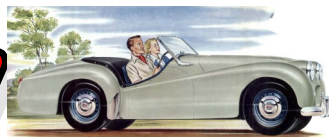
NW2017 is fast approaching and Napier beckons. Avril and I have booked. All that remains is to breathe life back into my ailing TR3A. We'll have Top O' The South members Jon and Cheryl Harrey for company. They'll be driving their TR7, of 'Pin-Up' fame, Month of May, 2015 TR Calendar. The Harreys and Avril and I will line up for the "after-tour" and we anticipate the joys of exploring remote roads untravelled by many.

The festive season is almost upon us. The Top O' The South wishes you all a very Merry Christmas and a safe and happy new year.

*Bill*



# Canterbury Tales...



As soon as the weather warms up it suddenly gets busy, doesn't it? Here in Canterbury we have had a number of interesting events to kick us into springtime mood, starting with a well-attended dinner at The Bower Tavern in Christchurch in September. Some of you may know that the Bower was an old New Brighton hostelry that has recently been rebuilt from a number of shipping containers.

This was followed by a run from Christchurch to Akaroa in October organised by Glen and Sue Wilcock. In spite of it being a dismal, wet day we had several TRs turn out together with some Stags and the odd interloper (see photo at bottom of this page). Akaroa is always a great destination because of the wonderful road there which is a pleasure to drive and as usual a coffee break at Little River. Lunch was at Ma Maison who have a French seafood themed menu.

The October monthly dinner was at Joe's Garage, Upper Riccarton which, it turns out, is managed by the nephew of one of our members. This restaurant is blokey car themed so fits the bill perfectly.

Also in October, the Canterbury Vintage Car Club had its annual All British Day, ending with a picnic lunch at the Glentunnel Domain. Many cars of many makes attended including a few TRs, but the most interesting were a pair of superbly restored delivery vans based on Austin 7s.

November was another busy month. In addition to the monthly dinner, Wylie and Sue Evans invited us their place near Hawarden for a lunchtime get-together. Of course they weren't to know that they would be severely shaken up a few days beforehand by the earthquake that affected most of central New Zealand. Fortunately the Evans household escaped damage and we had a







**Picnic on the Evans' front lawn**

glorious afternoon picnicking under bright sunny skies and enjoying the superb view from their front lawn. Unfortunately for us this will be our last visit to their property, as Wylie and Sue are in the process of selling up and moving to a more manageable home. We wish them well.

And speaking of earthquakes, our thoughts go to those who did suffer damage and disruption. We hope northern South Island and Wellington members are getting back to some sort of normality.

The next major event is, of course, the National Weekend and we are looking forward very much to getting into 'deco' mood in Napier.

Best wishes for a ho ho ho happy Christmas and safe driving

*Bryan and Carol*



**All British Day**



# *Bay of Plenty Travellers*

We have begun as a group after talking about doing something about it on and off for months.

Our first get together on the 23rd of November at the Orchard Bar in Bethlehem got off to a great start with eleven of us supping up at the long table and nibbling chips. Four ladies and seven men and a collective ownership of three TR2s one TR3 one TR3A a TR4A not quite finished yet ,a TR5 and a couple of TR6s and a TR7/8 . Not a bad cross section of the full range of Triumph sports cars.

Our first run was with the Triumph Car Club and a report on that trip follows:

*What a beautiful early summers day that saw a group of Triumph and TR. enthusiasts depart at 8.45am from Greeton Tauranga on Sunday the 4th of December. The group of cars included two Triumph TC's from the Triumph car club., a TR2 a TR3A and a TR6 from the B.O.P. TR Group.*

*We drove down the motorway in splendid morning sunshine to Paeangaroa where we met at the local hall and caught up with another TR2 a TR3 a TR6 and a extra TC.*

*After the usual introductions and photo shoots we roared off in procession down Old Coach Road on our way to the camping grounds at Matata. In the lee of the ocean sheltered by the sand dunes and shaded by the flowering pohutukawa trees we relaxed chatting while drinking coffee and tea.*

*We drove inland along Manawahe Road through countryside with the tinge of summer's dryness beginning to show on the steeper grassed slopes, then turned into Matahi Road and then onto the Whakatane – Rotorua highway at Lake Rotoma .We made quite an impressive convoy driving along the lakeside in colourful cars with the hoods down and our hair tucked under caps and hats for protection from the wind.*

*We turned off the highway and drove through the bush lined road to Lake Okataina meeting up with the Friske's red TR6 . Here we stopped for our picnic lunch with the cars lined up in display, only to find three of our group had driven blindly past the turnoff towards Rotorua. Eventually they returned including the two cars which had followed the white Triumph TC, the driver of whom shall remain nameless!*

*After a well rested time at the lake we packed up our hampers and chairs and drove on past Lake Rotoiti to the junction of the Rotorua – Te Puke Hwy. Further north we turned left onto the Hamurana-Ngongotaha road around Lake Rotorua and then for most of us an easy journey back to Tauranga.*

*Thanks to Carole and Neal Lindsay for planning a great days driving enjoyed by twenty TR and Triumph enthusiasts.*

This Sunday the 4th of December we are joining up with the Triumph car club for a run down to Matata along the coast then heading inland to the Rotorua lakes for a picnic and a dabble of toes in the water if it's not too freezing.

We are planning to work in conjunction with other like minded UK based car clubs in the future as well as our Waikato colleagues whenever drives are planned. For example last Sunday there was an excellent run organized by the Waikato group from Cambridge to Te Aroha then on to Waihi Beach. I cranked up the TR5 and managed to keep up with the blistering pace set by a couple of nameless members who just had to lead irrespectively

We will be supplying photos in future but this correspondent needs to lift his computer skills with more practise. Suffice to say we are off to a flying start as a group with the intention of holding bi-monthly pub meetings, with some driving activity planned in between. If any of you good members are travelling through our area feel free to give us a call as we would be delighted to catch up.

*Ian*



## TR Register New Zealand Inc. Presidents Annual Report November 2016

I am pleased to present to you the Annual Report for the 2015 /16 year at this AGM of the TR Register.

Looking back at my 2015 report I opened with the 3 main objectives of the club, these being preservation and promotion of the marque, maintaining a register of the cars and fostering motoring and social activities. The TR Register is in my view well-structured which allows it to successfully operate at a regional level with governance provided by a national committee. It works as demonstrated by the many miles we have travelled together in our TRs enjoying the benefit of social interaction, friendships along with the many other benefits membership of the organisation brings. I believe we have met these objectives and as you have made 2016 a success let's look at the highlights and contributions.

### **NW16**

Always the highlight of our calendar, this year we were hosted by the Deep South Group who decided to put Dunedin on display by holding the event in their city. Several years in the planning the formidable team lead by Brian and Susan Hope put on a superb event even down to organising the weather. You could be convinced that such sunny and balmy days are the norm in the deep south. We supported the event in large numbers again with just under 70 cars attending, a wonderful outcome given the travel commitment by many. Who could forget Brian's morning briefings, Larnach castle (everybody sporting a "touch of tartan"), the haggis ceremony (hands up those who looked under the kilt), Otago Peninsula and the Albatross colony, Central Otago, the Mackenzie Country and Mt Cook to recall just a few highlights of the weekend and the after tour. What better way to get to see the regions of New Zealand than by being shown about by the locals. The Deep South crew did not disappoint us in this regard and on behalf of us all I would like to extend our thanks to them all for organising what was a truly memorable event.

### **Membership**

We turn heads whenever we are out and about or have our TRs on display. Many aspire to TR ownership and each year we see a small turn over owners who sell their TR and move on from membership their place being taken by new owners. As a result we see the membership fluctuate around the 285 - 290 mark each year. To those new members can I extend a warm welcome to you on behalf of all the members. Sadly during the year we learnt of the passing

of Marke Chandler a long standing member who moved to Australia a number of years ago with his TR3 but always maintained his New Zealand membership. It is fitting that his family intend to continue the restoration of the TR3 in his memory. We strive to maintain the membership fee at \$40 which is in my opinion extremely good value for the benefit membership brings. Like anything, you can benefit from participating so if its spares you need, mechanical advice or perhaps enjoy the social activities, there is something for everyone.

### **Regional Groups**

After 4 years at the helm John and Denise Jones have decided to stand down as group leaders of the Canterbury Group. Under their leadership they have ensured that there are always monthly events on the programme which has, as a direct result, seen Canterbury continue to flourish. I would like to thank John and Denise for their successful leadership over the period and welcome Brian and Carol Thomas on their appointment as Canterbury Group Leaders. John assures me they will continue to attend all the events and will attend the Napier Nationals. Our strength is in our regions and a considerable amount of work is put in by the very few, so can I suggest you will enjoy getting out there and lending your support to your local group. Without the commitment of the group leaders throughout New Zealand the club would not be what we have come to enjoy so my thanks to each for their contribution.

### **Financial Accounts**

Our Treasurer Trevor Hynds cannot be with us but compiled the Annual Accounts before his departure for overseas. To take a moment, it is worth reminding ourselves that it has been agreed that the club is to avoid further accumulation of funds where possible. Looking at the bottom line we have in my view achieved that goal this year by achieving a small deficit of \$500 as a result of an operational budget of approximately \$20,000. Our income is derived from subscriptions, Ellerslie Concours Committee participation, spares service and Swan Insurance Commissions together with interest from bank deposits. We then invest in the National Weekend, TRansmission, the annual calendar and the website in order to provide value to your membership. With a September year end and the timing of the payment of an Indent order placed with Moss before we took the goods into stock, saw the comparative deficit figure for 2015 reported as a large number. For the 2016 year we have not had this timing issue and therefore the deficit represents a true figure rather than the 2015 distorted figure. All in all we are in very good shape financially although my personal opinion is that I would not like to see our accumulated funds eroded without careful consideration of the ongoing benefit to members that any proposed expenditure might bring.

### **TRansmission**

The editorial team have surpassed themselves again this year as demonstrated by the quality of the magazine. You will also be receiving "Sidescreen" the TR Register Australia magazine by email and I would like to announce that you will be shortly be receiving "Ragtop", the Toronto



Triumph Club magazine. We provide printed copies of TRansmission to other TR clubs worldwide and receive theirs. It is just not possible to distribute these magazines to all members so by being able to email you a digital copy overcomes this problem. If you don't have or monitor an email address you will be missing out. I know a good number of members don't do so but it is within your interests to be able to read other TR magazines so my challenge to those members is to either sign up today or get into the habit of monitoring your emails, perhaps you could also persuade a grandchild to do it for you !! The editors are always looking for copy and regularly put that request out there so don't be shy we would all like to hear from your exploits. I love the models thread that is gaining traction at present, are we closet collectors? I can't wait to tell you about my father's model collection. My thanks to each of you that contribute to TRansmission and to the editorial team of Stephen Higgs, Trevor Payton and Brian Hope.

### **Petrol Injection Systems**

An opportunity arose this year for the Register to take on the refurbishment of PI components as a service to members. Dave Tong of the Canterbury Group has now taken on the role, undertaken the training and intends to be setup and running in the new year. I anticipate we will advertise this service in TRansmission and on the website in order to keep the service at front of mind and allow members to approach Dave directly. I am pleased that we are able to retain this skillset here in New Zealand and be self-sufficient. Thank you Dave for taking on this important role.

### **Presidents Cup**

Kevin Glover is the 2016 worthy recipient of the Presidents Cup. Kevin served on the committee for many years and until recently looked after the spares for us all. Many of you that dealt with Kevin will concur that Kevin often went the extra mile assisting members with their needs and technical assistance. Considering who might be the recipient of the cup is always a difficult choice as there are many of you who work tirelessly for the club that are worthy of the recognition.

### **The Registrar**

It's amazing that TRs still emerge from the woodwork here in New Zealand. 2016 has been no exception and supersluth Kevin Tinkler and his cohort of informers have recently managed to winkle out a couple more TRs locked away in storage for decades. In addition Kevin monitors Trade Me and also provides information on file to new owners. As always if you have information on your TR please provide it to Kevin to boost his files, in particular when ownership changes. Kevin provides a register update to each committee meeting and is a regular contributor to the magazine. Thank you again Kevin for keeping on top of what is one of the key tenants of the Register.

### **The Committee**

This is an opportunity acquaint you with the committee members and their

respective roles. At this AGM we will see two members retire from the committee therefore new members will be welcome and I have received one nomination to be considered by the AGM for appointment to the committee.

After 25 years on the committee having undertaken many of the roles over that period Robert Johnston has tendered his resignation and will not stand again for re-election. Robert's service to the Register over such a long period is one that all members will recognise as exceptional. Robert was the President of the club for the 6 years that proceeded me and under his leadership put into place many of the structure and systems that form the basis of how the club operates today. Currently Robert holds the portfolios of Technicalities & Overseas coordinator for England and Europe regularly travelling to those destinations annually. Robert would like to carry on with these responsibilities outside the committee so it is likely we won't have heard the last of him yet. Over recent years his thorough research into technical matters and subsequent papers are excellent and have been published in England, Europe as well as Transmission. On behalf of the TR Register membership I would like to thank Robert for his enormous contribution to the TR Register.

Webmaster Brian Sadgrove, after many years of restoring a lovely TR6, has moved on from TR ownership. Brian built our present website on its modern foundation and has maintained it since then. What we don't see is the time that goes into such a role and the website is now fully set up for someone to step into the role with a small amount of training. It's a role that can be undertaken from anywhere in the country so if you are interested in making a contribution please make contact. Meantime Brian does not intend to absent himself and will continue in the role for a short while and we will still see him at events. Thank you Brian for your Tremendous contribution.

Vice President Ian Harris also runs the spares service to members. As Steve Martin has recently observed when he and Brian Sadgrove received and distributed the recent indent order, the role demands accuracy and considerable time. Ian undertakes the role successfully and efficiently and I am grateful that the service runs smoothly. Ian is planning to move from a spreadsheet to an MYOB inventory system which should assist to streamline the paperwork and stock control. As we all use the spares service on your behalf may I extend our thanks to Ian for a job well done again.

For the last 23 years or so the Treasury has been carefully managed by Trevor Hinds. That the club is in a very strong financial position can be attributed in a large part to Trevor. He reports to the committee at each meeting detailing the financial transactions, secures funds for the spares payments to Moss and generally ensures that funds are available to meet the cash flow requirements. Thank you Trevor for your work this year and your continuing commitment.

Alisdair Keucke is our Secretary and our long standing representative on the Ellerslie Intermarque Concours Committee. As you will be aware Alasdair's

contribution to the Ellerslie committee is considerable and coupled with his TR Register duties he is kept very busy. As a result of Alasdair's involvement with the Ellerslie Intermarque committee the club receives a significant contribution to our operating budget each year. Thank you Alisdair.

Steve Martin continues to support the Secretary role and serves on the concours subcommittee. He also serves as the Auckland Group Leader and in these roles puts in considerable time to the club. Under Steve's leadership the Register took out third place in the club display at the 2016 Ellerslie Concours and finished well in the concours competition. Steve has started the planning for the 2017 Ellerslie Concours and has put the call out for concours standard TRs to be considered for entry to the competition.

David Snelling also contributes on the concours subcommittee and is our resident legal adviser. It is surprising just when such advice is needed as we stumble into unknown compliance territory. This along with providing a valuable contribution at the committee table is important to the smooth running of the club. Thank you David for this contribution.

Stephen Higgs as Editor holds a permanent position on the committee. Whilst he is remote from Auckland Stephen communicates his opinions ahead of the meetings and by phone as needed. Thank you Stephen for the support you provide.

The committee work as a team as do each of our regional groups although we would not be able to do so without the support of our wives and partners. So I would like to recognise and thank everybody for their contribution this year. It is evident from this report that we have met our objectives this year.

I have been known to provide some commentary on my views of the year ahead but I am not in a position to commit the committee this year as I am not standing for re-election as President. Having served for two 3 year terms it's time to step aside for new and invigorated leadership. I could not have undertaken this role without your support and that of the committee, support I have very much appreciated. In addition I did have a mentor who listened and provided wise council throughout my tenure and for that I am grateful and extend my thanks. I would like to ask you to continue to provide your support to the incoming President and the new committee. It is my intention to remain on the committee taking on a supporting role and providing continuity where I am able.

Lastly I could not have undertaken the role without the support of my family, in particular my wife Ann. She has been unstinting in our joint commitment to the Register and my grateful thanks to you is just not enough love.

*Frank Cleary*

Past-President TR Register (Inc.) NZ

# Seen in France



*Bonjour TR members*

*We came across some TRs in our recent trip to France. The first photo, of the TR4, was taken in a splendid car museum in Brittany - Le Manoir de l'Automobile at a place called Loheac near Rennes. As well as many road cars, it has the largest display of F1 cars outside Donington in England.*

*The other two photos were taken on a rolling classic car display in Nantes on a Sunday morning in September, called le Traversee de Nantes. It is apparently an annual event.*

*Au Revoir*

*John (Jean) Chelwin*





# Blast from the Past...

I was sent the top picture on the next page (Tiny Lewis 9th May 1959) and email below out of the blue by an English Doretti owner recently. Interestingly its arrival coincided with a resumed and heightened endeavour on my part to determine the first owner, and hence presumably the person who assembled it from parts left over as my car is not a production car. I think the photo and story possibly answer my question, but not definitively as this person, Tiny Lewis, does not satisfy the long held rumour that my car was assembled by a Director of Swallow Coachbuilding for his daughter.

I have a copy of side two on the original English ownership papers that shows that the car was first registered in Bristol in December 1958 (which does tie up with the info in the email below) and that the second owner was a woman. I guess more research is required still.

The advertisement in the email below creates another possible link between my car and Tiny Lewis.

Also attached is a photo of my car taken at Audley End airport in 1976 when it was in its third ownership, an air hostess whose husband (a pilot) I am in touch with and who is coming out in February specifically to catch up with the car. Coincidentally the guy in Wimbledon who I bought it from is also coming out in February and will also call by to see the car.

## John Rummery

*Hi John,  
I'm the owner of Doretti 1157 reg 829 DRF .*

*I participate in a touring event in the Cotswolds every June using my Swallow Doretti where I inevitably bump into a chap who is always very enthusiastic about Swallow Dorettis. It seems that he remembers one particular Doretti belonging to his late friend Tiny Lewis.*

*If you look up the name on the internet you will find that Tiny was a works driver for both Triumph and for Routes, and yet it is the same guy.*

*He lived in Bristol somewhere but I did not ask exactly where. I may be able to find out in June 2017.*

*According to my informant (whose name I do not know) the registration number was issued in either November or December 1958.*

*Tiny apparently took the Doretti on a number of rallies, listed by my informant as follows:*

*MGCCSW Centre Boxing Day 1958*

*Taunton Motor Club Rally 7th & 8th February 1959 Tiny Lewis with Ray Porter, Bristol Motor Club & LCC Bristol Rally 14th & 15th February*

1959, Premier Award Bristol Motor Club & LCC Dunster Trial 9th May 1959

The photograph shows the Doretti on the Dunster trial. My informant's Dellow is visible in the background

I'm not sure if it may be the same car as the one advertised in *MotorSport* April 1959:

"One of the few much sought after immaculate models, superb. red. T.R.2. engine 10,000 miles. Over 100 m.p.h. New battery. starter. "X" tyres, heater. etc. £645. 707 Wells Road, Bristol"



# ***Tech bits and pieces***

## **Eccentricities of TR5 & 6 PI Systems (Part 3)**

### **A few more points to ponder.....**

Injector lines:

Braided injector lines seem to have become a fashion accessory under the bonnet of a few TR6s recently.

**BEWARE ...there are some pitfalls with using these non-original components that may show up in unexpected circumstances.**

Research is ongoing into a situation where a TR6 with braided injector lines became increasing hard to start after being idle for more than a day or two. The problem was subtle, developing over a period of months or even a year or so. If the car was not used for 24-48 hours or more it took longer and longer to start as the months rolled by. A good TR5-6 will usually start after 2-4 revolutions (6-12 compressions) an increasing. This car was taking 40, 50, 100 or maybe more compressions before it would burst into life. What was the problem?

After a significant period of investigation and trial and error substitution of components the cause of this was positively traced to the braided injector lines. After a set of the original nylon injector lines were fitted to the car in question the problem vanished ...easy starting after even weeks of inactivity.

At this time it has been established:

1) The braided hose ID (Internal Diameter) as measured after being removed from the car was approximately 5mm, the original rigid wall nylon injector lines ID was approximately 4mm. This accounts in a 56% increase in cross sectional area of the pipe and, as a result of this, the same increase in the volume of the overall pipe.

2) The original nylon injector lines were rigid walled and would not stretch or change shape under the pressure (approximately 50lb/in<sup>2</sup>) of fuel involved.

From the above it appears that the internal hose (rubber, plastic, ??) in the braided lines, maybe after a period of exposure to modern fuels, becomes softened and elastic. This, combined with the over 50% increase in internal volume creates what is in effect a hydraulic accumulator. Under use and maybe as a result of under bonnet temperature, the fuel under pressure compresses the internal wall of the pipe and increases the internal volume



L - Exact brand injector pipes ...as used in this instance ..BEWARE!

R - Note the thinner wall of the hose in the braided line. It is also notable softer than the nylon.



even further. When the engine is shut down the internal hose in the braided injector line gradually attempts to shrink back to its original internal size. As a result of this it slowly forces a small amount of fuel out of the injectors or back through the check valves in the unions on the metering unit over a period of several days.

When the next attempt is made to start the engine a significant volume of fuel is needed to re-pressurise the pipe as it expands again before sufficient pressure to operate the injector can be built up. With a rigid line this will not happen as the internal volume is constant.

**This investigation is ongoing and ANY feedback or comment from anyone using the braided lines or who can contribute to this matter would be appreciated. Since starting this investigation it has become apparent that the problem (hard starting that happened to be coincident with the use of braided hoses) exists in the UK but nobody had figured out why.**

**Possibly not with all brands / vendors ...more info needed.**

**Your input could help build some statistical support around this matter**

Do these braided lines serve any useful purpose or are they just a disguised set of fluffy dice to decorate the engine with?

Ph 09-5754151 or [robert@dataquest.co.nz](mailto:robert@dataquest.co.nz)

**Robert Johnston**

# The Registrar Reports...

## **Advertised on TradeMe:**

TR7V8 1980 rego MO9836 on TradeMe for \$22,500, later \$20,980, later \$17,490

TR6 Comm No CR2043 rego. No GR5492 French Blue for sale by Waimak Classics on TradeMe for \$55,000

TR3 Comm # TS14402-O rego BJ7324 for sale TradeMe \$7,500 ono Withdrawn after 3 days – presumably sold

TR4 Comm # CT6463 (CT6563?) rego 620TR4 for sale TradeMe \$48,000

TR7 Rego # IN3785 for sale TradeMe Buy now \$5,000 reduced to \$2500 reserve

TR5 Comm. No CP2709 rego EH529 (ex UK 2008-9), for sale TradeMe \$69,000 ono This car has a two-piece composite hardtop, which can be carried inside the car and which means you don't need one of those aggravating surrey canvas tops and frames..

## **New to the Register:**

Double barn find! Neither previously on the Register.

TR4 CT29642 Engine CT30003E Rego HH3139 Dark Blue with surrey top. Ex HK or South Africa? First rego in NZ at Auckland 3/10/1974 speedo reading 103,000. AND TR4A CT59421 Engine CT59508LE rego NT2927 White. Ex HK or South Africa. First rego in NZ at Glen Eden 3 May 1988 speedo reading then 51510. Both cars rather sad, but sold quickly.. ALSO

TR4 Comm # CT25703 Rego TA493. Barn Find, details to come...AND

TR4 Rego EW610 Comm. No ???? Not previously on the Register. White, o/d, surrey top, last rego 1985, shed stored for 30 years until June 2016. Now to be rebuilt by new members Des and Angela Hutchings, Kamo, Whangarei who owned it +30 years ago!

Moving on to new homes...

TR6 Comm No. CP75800-O rego. FS7765 now with new members Alan and Ann Blackie, Collingwood

TR6 Comm No. CR1488-O old rego GM8442 ex Chris Dakers, now KBD84. With new member Gavin Dey, Stratford.

TR4 Comm. CT32792 Rego GH1275 now with new members Harold and Pauline Kidd, Glenfield;



TR3A Comm. TS30782, rego. TR3A58 ex Ian Macpherson, now with new member Mike Thorman, Tauranga

TR2 Comm. No TS3648-O rego HAL354 rebuilt by Colin White, Napier, now with Colin Conway in Papamoa

TR4 Comm. CT11480-O, rego KK1964 ex Ross Sharp Nelson, now with new member Leon Broadbridge, Blenheim.

TR4 Comm # CT50728-L rego CCF299, now owned by Ian and Lyn Gray since March 2016.

TR7DHV8 rego 81TR8 ex Keith Allott in Mosgiel, has migrated north to warmer climes and is now with Warren Thomas in Whangarei.

Vishu Singh advises that TR3 TS 8779-O (ex Graeme Street, TePuke) is mobile and has been owned by him since March 2016. Vishu has for sale TR4A CTC 59549-O with rear damage, and a spare rear half, plus all the necessary bits to rebuild

### **Help!**

Ken Pfeffer advises that Murray Perrott in New Plymouth has enquired whether the two white long-door TR2s he owned in the 50s could still be alive. The only clues we have are the plate numbers 100-665 and 183-390. I can find nothing in the Register data, but it is possible that one of you TR2 owners may have original ownership papers which just might help... Pleeeeeease.....

### **Dove stuff:**

Conceived by L.F. Dove & Co. of Wimbledon, one of the largest Triumph and Volvo dealers in England, and produced by the coach builder Harrington, only around 50-55 Doves were produced between 1963 and 1967 according to TRUK Dove researcher Jon Marshall. At the time Harrington's reputation had grown significantly from its recent success of the Harrington Alpine coupe conversions based on the Sunbeam Alpines.

Of the 50 odd Doves built only 8 documented examples were known to be based on the later TR4a IRS platform. Near the end of the production of these cars Harrington coach builders was being pressured by the Rootes group to discontinue making the Dove cars and it is thought that some of the last cars were sent from the Dove dealership to Rolls Royce to have the conversions completed.

Though all Doves were fully equipped with overdrive transmissions, wood steering wheels, performance oval air filters and in some cases fully balanced motors by Jack Brabham Motors or Laystall Engineering in London, sales were sparse at £1250. Being nearly the same cost of a new Jaguar E-Type of the time they were too pricey for most.

**Kevin**

# Spares News...

Spares activity has been brisk over the past 6 months and this has contributed to the significantly improved financial position reflected in our 2016 accounts. However it should be noted that last year (2015) we had paid for a shipment we had not received at financial year end. (And therefore it was not included in stock valuation .) Whereas this year we had the additional stock value, but not the expenditure. Mid-year we also landed a very large indent order (\$10k plus) with the spares. While we only add a modest margin to indent orders, this margin does help bolster the coffers.

I was away in Europe and US when the mid-year shipment arrived. By the time I got back Steve Martin and Brian Sadgrove had checked off and sorted spares and inventory parts. All I had to do was send off the inventory parts when I got back. Many thanks for your help guys.

While away, I took the opportunity to meet the team at Moss-Europe, which is conveniently located near Heathrow Airport. It was good to be able to put faces to names and to get the full tiki tour of the Moss operation. Of particular note was their workshop facility, where they test fit new parts to actual vehicles. When I was there they were fitting several small items on a TR4 and a new sub-frame and suspension assembly on an MGBGT. They also work with local TR Register members, fitting new parts to their vehicles for extended evaluation. The member getting to keep the part at the end of the evaluation. (Now I wonder if Moss would like me to evaluate some upgraded drive shafts & hubs ??)

Due to personal and work commitments since I returned from overseas, I have not been in a position to call for the next spares or indent order this side of Christmas. Let's see if it calms down sufficiently in the New Year and I'll get something under way.

Meantime, there is still plenty of stock, particularly oil filters – you know you need one.

*lan.*

# TRansactions

## TR2 parts

Steering Column & box – \$500

Ian Burk

Ph 0275791320

## TR5 & TR6 and other Triumph PI Components

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

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

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

Robert Johnston

09-5754151

021942684

[tr@dataquest.co.nz](mailto:tr@dataquest.co.nz)

## 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](mailto:papesto@yahoo.com)

# TRansactions

## WANTED

### 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](mailto:tubehead@xtra.co.nz)

### TR3A parts

Badge-bar and Jaeger  
Water Temperature Gauge

Bob Birdsall  
[jandbbirdsall@clear.net.nz](mailto:jandbbirdsall@clear.net.nz)

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

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

*Contact details are shown at the  
top of P2.*





City of Sails Report- P10



Joe's Garage, Christchurch - P22





**Imagine positive rack and pinion steering like our Jaguar's.**



**The reliable, race-toughened engine of our MGB.**



**Rugged transmission and disc brakes like our Triumph's.**



**The same parentage as our Land Rover.**



**All in the Austin Marina.  
The tough economy car from British Leyland. \$2675.\***

Because it is comprised of proven components like those in the best of British Leyland, the Marina is one of the most experienced new economy cars on the market today.

The Marina has cat-like roadability, thanks to rack and pinion steering and torsion bar suspension, a sports car responsiveness with four-speed gearbox and front disc brakes, and the reliability of the MGB engine, already proven in over 2 billion miles of driving.

What's more, everything comes en-

closed in Marina's strong steel body whose lean, clean lines reflect the English appearance of uncluttered good looks.

Long-lasting good looks that are protected by an extensive anti-corrosive electroplating process and 64 square feet of undersealant for added protection.

Test drive the new Marina 2-door GT or 4-door sedan at your Austin MG dealer. For his name and for information about overseas delivery, call (800) 447-4700. In Illinois, call (800) 322-4400. The calls are toll free, of course.

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**The tough economy car  
from British Leyland**

British Leyland Motors Inc.  
Leonia, New Jersey 07633



\*Manufacturer's suggested retail price  
P.O.E. Does not include tax and transportation,  
local taxes and preparation charges.