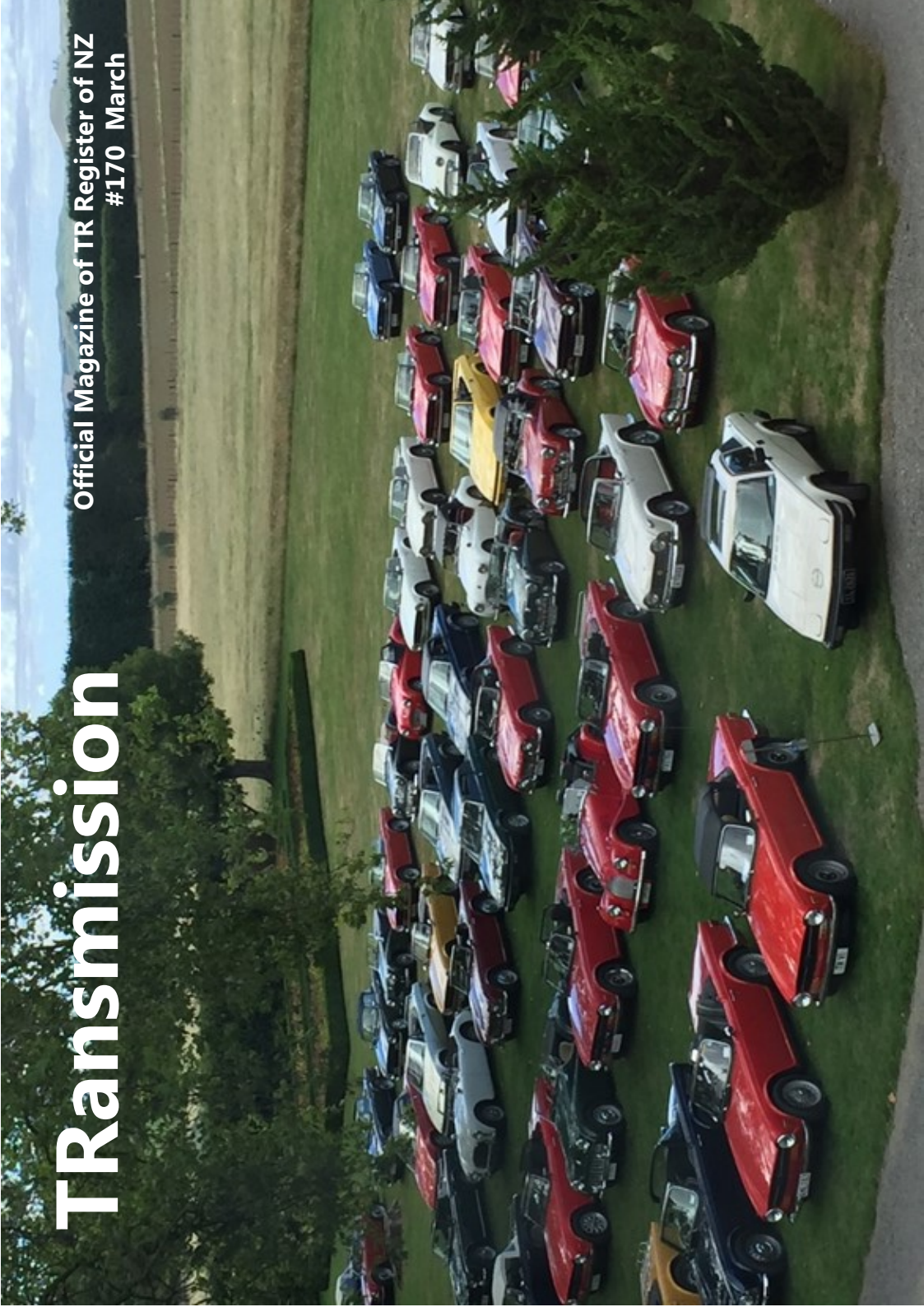


TRaNsmission

Official Magazine of TR Register of NZ
#170 March





Classic Day at the Races - Ellerslie Concours. Page 12.



Old TRs under the oldest Pohutakawa in NZ.

TRAnsmiSSion

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FRONT COVER

**Cars parked up at
Saturday Nationals
lunch venue, the
beautiful Oruawharo**

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

Taking advantage of the summer weather (sorry Mainlanders!) is all part of enjoying our TR's. This summer I managed a few events and caught up with TR owners in the process.

As you will read in other reports in this publication, the National Weekend in Napier was a roaring success. It's great to be able to catch up with members old and new, and to pour over the ever improving standard of restorations that we lavish on our cars. The Forum discussion items were varied and vigorous, not least relating to the Website and ways to improve it, which I fully support and commit to it happening.

It is not often that the Register is able to bestow a Life Membership. At the Sunday Brunch it was my pleasure to announce a Life Membership for Robert Johnston who, having served the Register for 25 years on your Committee, stood down at the last AGM. Thank you Robert.

My thanks also go out to the NW organising team who put on a superb weekend of events and venues and even claim to have organised the spectacular Hawke's Bay weather. Pulling together these events is hard work, but immensely rewarding. The organisation for NW18 is well under way for Whangarei and Bay of Islands; mark it in your diaries for 28th Feb to 4th March 2018. NW19 is tentatively planned for Canterbury.

On a personal note, in January I decided to bite the bullet and set about dealing to the worn rear hubs and driveshafts on my TR6. After determining the cost of replacement/rebuild and looking at alternatives, I decided to fit a CV upgrade from Classic Developments. The installation was a breeze (and I'll provide a bit of a technical write up at a later stage), however, as the car was up on stands I decided to drain the gearbox oil. Argggh, lots of metal swarf on the magnetic drain plug. A refill with fresh oil, a quick run round the block and a drain of the oil again – more swarf. Not a good sign, so I decided not to risk a round trip to Napier and back in the 6, I had to use the daily driver. I'm now evaluating the benefits of a gearbox re-build locally vs an exchange gearbox/overdrive unit ex-Moss, or even a 5-speed! Either way the secret slush fund will get a pounding. More next time.

February was a full month, starting off with the Leadfoot Festival. Now if you have not been and get the chance, don't pass it up! Held almost every year at Rod Millen's estate near Hahei on the Coromandel, with priority parking for Classic cars. It's two days of eclectic machinery roaring up Rod's purpose built 1 mile hill climb driveway. Straights, bends and hairpins on the hill all adding to the challenge for the 100+ competitors. A number of stars of motor sport, Scott Dixon, Greg Murphy, Al Unser Jr to mention a few, mingle in the pits and are happy to talk to us mere mortals. Also competing this year, and having a heap of fun, was our own star of motor sport - Mike Tubbs from Hamilton. But Mike, I'm sure you are supposed to leave the hay bales alone on the way up!

Coincidentally I bumped in to Mike a couple of weeks later on a weekend in New Plymouth. Americarna was on with 850+ vehicles on display in the main street. A magnificent sight, even if American iron is not your thing.

Also in February, the Auckland group put on a stunning display at Ellerslie Concours. We were not able to field a Concours display team this year, but made up for it with a well deserved 2nd place in the team display – which Steve Martin will cover in full in his write-up.

Lastly, but not least, a warm welcome to our new members, I hope to meet you all at some stage.

Happy TR'ing. Enjoy the fine weather while it lasts.

Ian.

NEW MEMBERS

Welcome to these new members. We look forward to meeting you at the next social occasion or TR run and hope you enjoy your TR ownership and the fellowship and assistance the Register offers.

Cameron Bayliss	New Plymouth	TR2
George Looman	Wakefield	TR7
Colin Grant	Napier	TR4
Graham Marchand	Orewa	TR3A
Colin Conway	Papamoa	TR2
Warwick Orr	Warkworth	TR3A
Alan & Ann Blackie	Collingwood	TR6
Leon Broadbridge	Blenheim	TR4
Des & Angela Hutchings	Whangarei	TR4
Harold & Pauline Kidd	Glenfield	TR4
Gavin Dey	Stratford	TR6
Nick Kemp	St Heliers	TR6

EDITORIAL TEAM

TALK

Welcome to TRansmission, Nationals edition.

Most of the group leaders and a few other participants have shared their experiences of Nationals 2017. It was a great success and on your behalf I again thank the organising committee from The Hawkes Bay for their superb effort.

Hopefully you'll enjoy the selection of Nationals photos, articles, and Concours detail - either a reminder of the fun time you had or, if you didn't attend, an incentive to be there next year.

While the after-tour caught the tail end of a bit of rain, the Bay otherwise put on a great display of TR weather, as well as fantastic scenery, driving roads and venues for eating and refreshments. And the company was OK too.

We don't know if the recent storms and floods have effected any of our members in the North. If so, our thoughts are with you. Definitely not TR conditions.

Great to see a good list of new members in recent times in the table to the left. A warm welcome to all of you - we know you will very much enjoy the fellowship of like-minded Register members, in the your region and nationally.

There seems to be good movement of cars to new owners recently and if you're looking there a few opportunities in TRansactions at the back of the magazine. We always have room for more of your adverts for cars or parts, so don't forget that it's often the best way to get in front of your fellow members. Your ads will appear in TRansmission and on the website if that's what you ask us to do.

Make the most of the rest of Autumn and join the local Register events and keep those wheels and other mechanical bits moving. Your car, and you, will enjoy it.

Stephen, Trevor, & Brian

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

Waikato Wanderings



Last year ended on a festive note with our Christmas Dinner in Te Awamutu and this year has started in a very quiet manner with two occasions for gathering prior to the highlight for many of our group being the National Weekend in Napier. Our monthly gatherings have blossomed from small beginnings some two years ago, where perhaps half a dozen or so would turn up, to the dizzy heights of our March meeting when Pete and I initially booked for eight at the most and the evening ended up with eighteen attending; we were only ten people out.

It is at these dinner meetings when we can all not only enjoy a great evening meal but also discuss what is new whether it be a social or TR orientated conversation. The familiar ringing of a spoon on a glass by Peter is followed by good hearted banter, suggestions for the next run, events on the calendar and whose car is currently off the road, why and how soon can it be up and running again. The meeting has become a must do event for many of us and a very valuable way to keep in touch.

Now onto the highlight for many of the members whose circumstances allowed for attendance, the most excellent weekend spent in Napier. The organisation was superb with absolutely no room for disappointment and I can offer, with the support of our Waikato members, high praise for a well-run three days.



The events over the weekend, as well as the feedback from those who attended the after tour, were all discussed in great detail during our mid-March meeting as well as the sharing of photographs. We also started the ball rolling on the possibility of attending the next National Weekend in Paihia in 2018 and

the Mid Winter Run in Rotorua that Rocky and Rebecca are organising; another must do attendance on our TR social diary.

It is our intention to squeeze in another friendly Waikato Wandering Run before Winter sets in and our cars are mothballed until the Spring. In the meantime, there is the Te Awamutu Car Show to attend at beginning of April and that run that I mentioned earlier.



Peter.P



City of Sails Area Report

What The ??? Where did that quarter go? I guess I was having too much fun and didn't notice the days turning to months, is that an age thing?

Greetings members, what a wonderful group of people we belong to, Classic Car Owners, and more specifically Triumph Roadster Owners, I congratulate you all for your dedication and commitment to keeping these wonderful and historic cars on the road, and not just that, but driving them to all the corners of New Zealand with a smile and a wave to all those wishing they were us! Outstanding all!

Before I tell you about the three months of this quarter I just want to share a couple



of photos from our Pre Christmas run to the Cider Shed which for the first time included Jaguar, and as a result the Classic Cars in attendance numbered some 50 from AC through TR, MG, Jaguar, Sunbeam, Triumph and BMW. An estimated \$2M worth of cars filled the car park. Great to be a part of.'



Top photo - 4 x TR's and a gaggle of Jaguars plus a Lotus for good measure. Oh and a Herald in the background.

Lower photo - AC's, Frasers, Jaguars, TR's, MG's and even a Mercedes Roadster, Nice!

Like you all the Aucklanders have been out and about, driving, dining, laughing and enjoying, and some of us still having time to work, go figure. January as usual was the time when most were enjoying extended time with family and friends, and a few of us made the run with Club Lotus to Hampton Downs Raceway for the Celebration of Ken Smith's racing career. The few included one of our relatively new members who came all the way down from Kamo in Whangarei, Kelly Vince. That's his Yellow TR6 in the photo top of the next page.

February brought highlights for the Auckland Group including the first Pub Night for 2017. The Wedding of a certain Group Leader, which kept me/him from the Concours d'Elegance at Ellerslie (gosh, that was bad planning by the Concours Committee! Just

saying) and of
course the
Concours.

The Report on
the Concours
comes courtesy of
our Organising
Team led by
Stephanie &
Murray Booth, and
appears
elsewhere in
Transmission.

Opportunities
were also there
during February to join with Stag and Auckland Triumph in various runs, some of which
were attended by members.



End of February and beginning of March brought the journey to our favourite event of the quarter, the National Weekend which of course this year was in Napier. And what a fantastic time we all had, with Graeme and Joy and their team putting together a weekend which highlighted some of the great things Hawkes Bay has to offer, great weather being high on the list. There were a number of our members who made the journey down from as far away as Kerikeri and Whangarei not to forget our Auckland City members, and some were rewarded with trophies and certificates from our own concours. Well done team!

Highlight of the weekend for me was the Saturday Tour of Central Hawkes Bay, the Homestead Run, which took us to Stoneycroft Homestead in Havelock North, and the beautiful Bridge Pa Golf Club for Tea and Scones, before a wonderful run to Oruawharo at Takapau. Oruawharo is a wonderful old homestead that is being lovingly restored by an ex Auckland couple with incredible energy and patience. I wished them well in their endeavours.

I know there will be a host of photos from the other Groups from the National

Weekend, but the
photo to the left
and the one on the
cover are
favourites of mine,
taken in the
grounds of
Oruawharo.



While the majority
of the nearly 70
TR's headed home
after lunch on
Sunday at Mission
Estate, and a

group of 20 enjoyed the After Tour, our intrepid group of three TR6's (Booths, Ramages and Martins) did our own thing through Hawkes Bay, Woodville, Mangatainoka, Greytown and Martinborough, before heading across to Whanganui, New Plymouth and Raglan on the way back to Auckland.

1250+ miles in 9 days without incident, except for 1 exhaust clamp failure, 1 puncture and the need for a wheel alignment. Not bad for three 45 year old British cars. However, we did have one scare as we were approaching the Awakino Gorge and it all happened so quickly it was over before we had time to think about it. As we approached a moderate right hand bend a logging truck and trailer came towards us in the middle of the road. Ramages were in front with Linda and I the middle car, Booths trailing. If the



truck had kept coming we Martins and the Booths would have been taken out. That's a very scary thought when you are driving a small car with no roof and you've been confronted by 40 + Tonnes of steel and timber. The driver did move back to his lane without incident

and we just carried on, a little wiser perhaps.

As March draws to a close we look forward to further joint events with Waikato Group as well as Auckland and Waikato Triumph Car Clubs in April, May and June, Pub Nights and Partners dinners, and a mid-winter run to Rotorua. That can't be bad, can it?

It's been a great first quarter and 2017 looks like being another great year to be a TR owner.

Happy MoTRing

Steve Martin

TR Midwinter Run

- Rotorua 10th June

This year's midwinter run will be held in Rotorua on the 10th and 11th of June.

Accommodation for the Saturday night will be at the

ALPIN MOTEL Sala street Rotorua. Ph 0800 100 414 or 07 3484182

We have reserved a limited number of units @ \$120.

These will be held for a limited period for acceptance of this discounted price.

Each unit has its own private outdoor thermal hot tub and partial under cover parking.

Any late bookings will be at a higher price and your responsibility.

Accommodation is at a premium so suggest you book early.

When making your booking, confirm with the Moteliers that you are with the TR REGISTER and please let us know that you have booked.

The weekend will entail meeting at 1pm Saturday and finishing Brunch or Lunch Sunday (these times could change slightly depending on our activities).

Happy hour and Dinner will be at the Distinction Hotel Rotorua, 80 metres down the road which is easy walking distance from the motel.

The Run format will follow at a later stage - we are planning a great driving experience.

Look forward to seeing you there.

**Further information Contact Rocky or Rebecca Fiske 021446486
02102867827.
fiske@xtra.co.nz**

CLASSIC DAY AT THE RACES

Ellerslie Concours

Club Display Competition

Over a few planning meetings with the Ramages (hey, don't forget me AGL) at various local hostelrys, we hatched a plan to improve on last year's 3rd place.... (Steve was otherwise engaged in wedding plans for, inconveniently, the day before the concours event).

We decided to loosely base our display on the TRs that raced at Le Man in the 50s and 60s. The idea was to have a static race team of three cars lined up in front of our pit counter. The team consisted of Jan Hendrix TR2, Bruce Stuart TR4A, and David Snelling TR7V8. As David's is a genuine race car and has a permanent number 47 on it, we used number 45 for Jan and 46 for Bruce.

Dress code was essential to our look, men in overalls, mostly white with the odd exception of Jan, David and myself. Flat caps, because we are British, no American trucker/baseball caps and no trainers, or fluro, and ladies in period costume as well.

Our TR Register gazebo acted as our pit which we decorated with signage and accessories from the period, including clip boards with lap times, stop watch, binoculars, oil bottle, petrol can etc. We also made three pit boards, colour coded, and positioned them in front of each car. Jan brought along a selection of prize cups which we displayed on a table, a winner's wreath, and rally badge.

We also had our signature poster designed and printed, and this year we made four prints which we hung on each corner and added to the authenticity with a 'Lucas' sign/banner, attached to the front of our pit.

Our other cars in the team display were in what we called spectator/pit crew parking....and they were in no particular order, Kevin Thorburn TR7V8, Matt Taylor TR6, Dennis & Ann Greenman TR6, Ian Harris TR6, Harold & Pauline Kidd TR4, Ian & Rona Ramage TR6.

Our display certainly created a lot of interest from the public with the car owners spending much of their time talking about their cars... the kids loved the mechanic's legs poking out from under Bruce's TR4A (without the rest of the body!)

We had a lot of fun putting this together, with a great team of people, who were all very keen and happy to dress up.... the end result was we were awarded second place behind Sunbeam Car Club and ahead of third place MG Car Club Auckland Inc.

We would like to thank all those TR Register members who willingly took the time and effort to make themselves and their cars available on the day. Without you we couldn't do it.

Murray & Stephanie Booth





Deep South Group

Back into harness, the first report for 2017 from the Deep South.

We finished the year with a December run up to the Clachanburn Country Garden situated in a corner of Central Otago's remote Maniototo Plains.

The garden has been developed by Jane Falconer over the past 30 years and is certainly a garden worth visiting, tucked away on the foothills of the Rough Ridge Range, 20 Kilometres down a gravel road from the small town of Patearoa. (You can read all about the garden in the May / June Issue 67, NZ Life & Leisure.)

We had a good turnout of Deep South members from Dunedin and Central, a final catch up for 2016, time to hear of any interesting news since our End of Year Run (Lake Ohau). Brian and Susan Hope had the right idea for a run like this and turned up in their Camper Van having left home a couple of days earlier and spent those days exploring the local area and were going to do the same on the way home.

The weather was perfect and everybody thoroughly enjoyed being conducted around the garden by Jane, the owner, or just wandering around soaking up the tranquility of the place. On such a lovely day at a place like Clachanburn it was very hard to leave. A big thank you to Robyn and Owen Penno for organising a great finish to the year.

The first run of the new year took the form of a run via Outram, George King Memorial Drive, then back to Outram to Lauren and Peter Watkin's for a BBQ. The day dawned fine and warm but by the time we came to start the run rain was on the way and things were not looking good for a top down run. Luckily, the rain did not come to too much and we managed to enjoy the run and BBQ in overcast but dry weather. Colin and his daughter caused quite a stir when they passed everybody going the opposite way to everybody else. This is what happens when you "think" you know where you are going so you do not need to read your run instructions! The George King Memorial Drive is a good sports car road with plenty of corners and hills and some great scenery thrown in. Mine Hosts, Lauren and Peter, did a great job with the hosting and the BBQ was very appreciated by all those attending.

Our team is back from the Nationals and three of the group have done the Deep South proud and themselves too, of course! Colin won the Best TR 3 in the TR2 – 3 – 3a - Doretti section. Stephen took away the Best TR8 in the TR7 – 8 section and Mark took out the Master Class TR250 (Previous year's Concours Winners All TRs) with his well-presented TR250. A great result.

The whole group had a great time even if the trip up turned out to be a bit trying with mechanical break downs for some and a road that left quite a bit to be desired.

Our next weekend run to look forward to is the 2017 Change of Seasons Tour on Saturday 29th and Sunday 30th April. A chance to see Central Otago at its Autumn best. This is always a great run and gives us the opportunity to not only see the Autumn colours that Central Otago is famous for but a chance to give our TRs a good “blow through” before winter sets in.

Our monthly evening meal was at Nellies in Mosgiel and was very well attended especially considering it coincided with the Nationals and holidays for others.

Jane and Trevor

Just some of the many trophy heads



Jo and Julie planning their next garden



**Picnic lunch
at Clachanburn**



A different mix of Deep South Group vehicles, including the big white one.



Hawkes Bay Happenings...

A lot has been happening in the Bay since Christmas with our wonderful team into top gear finishing off and 'polishing up' the events for National Weekend and what a weekend it turned out to be. We were very pleased with the way it went with the team on the go to make sure each stage fitted smoothly together – often unseen. After all those 'average Hawke's Bay days' we had I am sure if I told you it is raining as I write this, you wouldn't believe me!!

Apart from National Weekend organising we did have time for a couple of runs and Club Nites. On January 15th six cars met at Chalk'n'Cheese in Havelock North for a coffee, Paul & Susan-Jane Stichbury in their lovely TR4a (welcome along), Peter & Janet Ashcroft in the Morgan (just back from the UK) plus Weirs (TR7), Hislops (TR2), Bevans (TR6), and us in the TR2. After a coffee and a natter we set off into the countryside for a drive to our picnic lunch venue at the Ironside (TR4) property – Ashcrofts had other things on. We had a look at Bruce and Susie's TR4 which was undergoing surgery, with the hope of seeing it at National Weekend (not to be). Lunch was eaten on the veranda overlooking the very brown rolling country, protected from the very hot sun. A pleasant afternoon chatting before it was time to head back to the reality of the city.



Club Nite on February 26th was at The Station in Napier and we had our biggest turnout for some time including new members Paul Stichbury (TR4a), David Mackersey (TR5) and Colin & Sharon Grant (TR4) – what is it about these Michelotti cars? A great night sitting outside with a drink and pizza, catching up and setting the world to right.

Waitangi Monday was a good excuse to get out again, however not a good choice of date as many people had other things arranged – Paul and Colin were competing at the Leadfoot festival. It was a hot day – what better to do than visit Waipatiki Beach. Just two cars this time, the Thomas TR2 and Mackersey's lovely TR5. We found a cool spot under the trees to park then wandered down to the beach where we watched a Cruise ship come in to Napier Port, a swim for the hardy ones (the water is a bit cool) and then back to the cars to have our picnic lunch along with a bit of chat – thanks David & Jane for your company.

Sir John Black Drive your Triumph Day saw three cars join with the local Triumph Club for a drive up to Te Mata Peak for a photo shoot, Mackerseys in the TR5, Stichburys in the TR4a and me in the TR2. There was a good mix from Spitfire, saloons to a Stag. There are some photos on the Rye Livingstone link from around various TR parts of the world.

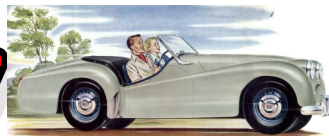


That is about all from us at the moment – a huge Thank you for all who came to the National Weekend – we hope you all enjoyed it and had a safe and uneventful journey home. Come and visit us again sometime. Time to catch up on some sleep.

Happy MoTRing

Graeme & Joy

Canterbury Tales...



I am not sure what it is like in your part of the country but it sure doesn't seem as if we have had much summer here in Canterbury, just as well the TR6 has got a heater because we are going to need it a lot the way the weather is shaping up.

January saw us taking a trip north to Cheviot. No trucks beyond Waipara because of the Kaikoura road closure so we benefited from some empty tarseal ahead. However it was not at all warm and the seas dark and stormy at Gore Bay. We cheered ourselves up with lunch at the Two Rivers Café in Cheviot before returning home via the main road.

The Stillwater restaurant in Woodend was a new venue for us and they provided a great menu which everyone enjoyed. Another new restaurant, the Silver Dollar in Rolleston was our February destination. This popular spot opened just before Christmas and the evening was well attended. In March we met at Bailies Bar on another wet evening. No-one turned up in a two-seater except for Neil Teika who showed up in his new Aston Martin and stole the show.

At the end of February, with the Nationals looming at least two cars were undergoing emergency repairs in Rolleston. Then, while away two more Canterbury cars were temporarily immobile. Grant and Kate destroyed a front wheel bearing and the Thomases had to do a roadside fuel pump replacement. All of these are, of course, now restored to the exceptionally high standard of reliability that we expect from Triumph cars and no tears were shed on discovering the various problems, although some choice words were heard.

Congratulations to the organisers of the Nationals. A great weekend, lovely venues with lots of interest and entertainment, good food and great company. Will be hard to beat. Even the sunshine joined in at Napier. The convivial atmosphere continued on the after-tour, but the weather didn't. Hicks Bay – lovely spot, but the sun deserted us and we didn't see it again until after we arrived home. Thanks to Graeme, Joy and their team (for the organisation, not the weather).

Bryan and Carol

"The Doctor" supervising repairs prior to the Nationals



Pre-dinner drinks at Bailies Bar



**Neil's great
new toy**











Standard Class

Model	Place	Entrant	Type	Colour
TR2/3	First	Helen & Martin Ferner	Doretti	White
	Second	Colin & Jo Deaker	TR3A	BRG
	Third	Tony & Liz Phillip	TR3A	Red
TR4/4A/5/250	First	Peter & Diane Parker	TR4	Blue
	Second	Kevin & Raewyn Tinkler	TR4	Black
TR6	First	Murray & Stephanie Booth	TR6	Magen- ta
	Second	Grant & Kate Burgess	TR6	Blue
	Third	Duncan Graham	TR6	
The Brian King Memorial Trophy				
TR7/8	First	Carol & Ray Weir	TR7FH	White
	Second	Ian MacPherson	Grinnell	Blue

Masters Class

Masters Class	First	Mark McLachlan	TR250	BRG
	Second	Robert & Leigh Giboney	TR6	Blue
	Third	Barry & Suzanne Tervit	TR6	Blue
Peoples Choice				
		Helen & Martin Ferner	Doretti	White
Presidents Award				
		John & Denise Jones	TR6	Red
Barry Wilson Memorial Trophy				
		Grant & Kate Burgess	TR6	Blue

Modified Class				
Model	Place	Entrant	Type	Colour
		The Tinkler Family Trophy		
TR2/3				
		The Robert Johnston Trophy		
TR4/4A/5/250	First	Alan & Gail Hylton	TR4	Red
	Second	Ken Burton, Janet Appletree	TR250	BRG
	Third	Steve & Rob Brettell	TR250	BRG
TR6	First	Ken & Teresa Pfeffer	TR6	Damson
	Second	Belinda Rooney & David Grey	TR6	Red
		The Mence Family Trophy		
TR7/8	First	Stephen & Gail Higgs	TR8	Silver
	Second	Mike Lester	TR7V8	
Pride of Ownership				
		The Janice Egan Memorial Trophy		
Pride of Ownership	First	Nigel & Gloria Hayman	TR2	BRG
	Second	Grant Simpson & Bev Denny	TR6	Red
	Third	Alisdair & Helen Keucke	TR6	Red
Highest Overall Points				
		The Classic Cover Cup		
		Peter & Diane Parker	TR4	Blue
Enthusiasts Plate				
		Jon & Sheryl Harrey	TR7FHC	

PLEASE SEE NEXT PAGE FOR PHOTOS OF CONCOURS WINNERS



Your Committee

- Ian Ramage

After the AGM in November I was elected onto the National Committee. Let me introduce myself as the newest member of the National Committee. Except for a few people north of the Bombay Hills I expect no one has a clue who I am. I am Ian Ramage, I live in Mt Eden, Auckland, with my wife, Rona and one son. After 45 years working on, or connected to the sea, first sailing on it, then in the Marine Oil & Gas industry and finally finishing up in charge of an oil field, I am now semi-retired, and potter around as an Independent Marine Surveyor.

I am the proud owner of a 1971 Black TR6 (which is unusual, as Triumph never used Black on its TR6 production run) which has had the fuel injection removed and triple twin Weber's installed in their place. I hasten to add this was all done well before I came to own the car. But it does sound nice!! You might have seen it in the 2017 calendar!

I have owned the car since 2013, so am quite new to the TR world although I have been peering in and wanting one since I was 24 in England, when I was offered one, but the insurance a year was more than the car was worth. It took me a while to take the plunge, mortgages, kids, wife all had to be looked after first, then I finally hit the buy now on TradeMe sight unseen, and owned a TR6. That was the first time I even sat in one! I bought the car to be driven, and as such do so as often as possible, when it's not raining, even just down to Countdown for the odd grocery. It will never be up to Concours standard but I'm not worried about that. So far, we (Rona, I and the car) have been to Blenheim and the Dunedin National weekends and I really enjoyed the latest Napier one in March.



Ian



Top O' The South

THE TOP O' THE SOUTH REPORT

Greetings all. The funny old summer continues. The weather unseasonal and unsettled as those driving the NW2017 after-tour will testify. We hope everyone arrived home safely. No doubt those who didn't attend will be regaled with tales from our national event.

DRIVE YOUR TRIUMPH DAY

We did our little bit, representing the Top-O'-The-South, and supporting New Zealand's effort to mark this auspicious occasion (to Triumph devotees, at least). Brent Cameron and Helen Richards in the Doretti, and Avril and I in the TR3A ventured forth, cameras at the ready and a hastily made poster proclaiming the event.



We met at the observation point car park high above Picton township and, snapping obligatory photos along the way, travelled the scenic Grove Track, skirting the Marlborough Sounds, to Havelock. Brent's choice of restaurant was spot-on. We enjoyed a delightful Havelock lunch, and in pleasant surroundings,

too. And after a brief respite we retraced our route homeward.

A few days later I received an apology from Top-O'-The-South member, Terry Watson. He had intended joining us but confused the dates. Terry assured me he drove his car on the all important day, however. He fired up the TR6, nipped out, and purchased a Lotto ticket. No photos to prove it, of course. And on a sad note, no evidence of a Lotto windfall.

We were a little let down by the weather. Marlborough hadn't lived up to its sunny reputation, and dealt us a cool, cloudy and dull day. Consequently, the photos were not of the quality hoped for, but they do feature on the "Drive Your Triumph" website. We've vowed to do it again next year, and I have Feb 10th 2018 highlighted in the diary. More Triumphs would be welcome. Lots of sunshine would be nice too.

A NEW MEMBER FOR TOP-O'-THE SOUTH GROUP

We extend a warm welcome to George Looman who joined Top-O'-The-South at the end of February. Enjoy the benefits and friendships of the TR Register, George, and feel free to draw from the technical knowledge held by many of our members. We look

forward to seeing you and your TR7 on the road.

I should point out that George has offered to go on a recruiting mission, keeping an eye out for qualifying Triumphs and convincing their owners to join the Register if they don't already belong. Thanks George. That's a mighty fine way to win friends and influence Group Leaders!

Rumour has it that Wylie Evans has moved up from Canterbury and now resides in the Nelson province. Not wishing to start a turf war with Bryan and Carol Thomas and the Canterbury team, but let me ponder the following. Will Wylie and Sue join the Top-O'-The-South group? Or will they remain true to the red and black jersey and continue their loyalty towards Canterbury? Watch this space!!!!

GARAGE GOINGS-ON

A number of Top-O'-The-South cars are receiving some care and attention. Following Drive Your Triumph Day, Brent has taken his Doretti off the road and is sorting an issue or two.

New member George Looman is part way through rebuilding a TR7 and has a donor car for parts. His project will make a welcome addition to our fleet. And he'll be company for Nelson member Jon Harrey, also a TR7 owner and living close by. Jon quickly made contact just before he and Cheryl departed for NW2017, and now that they're home again Jon's back in touch with George. Thanks Jon, a nice way of making George feel included.

Leon Broadbridge is making good progress rebuilding his ex Nelson TR4, but had been held up waiting arrival of dashboard components. I called on Leon late in February and the "goodies" had just arrived. No doubt he's pushing things along now, keen to finish the project and get the car on the road. And we're excitedly waiting the end result. No pressure Leon!

The Marlborough Express heard about Leon's project and their reporter came calling. A nice story resulted, with photos, appearing in the 25th of January edition of our local newspaper. Some good publicity for the Triumph badge.

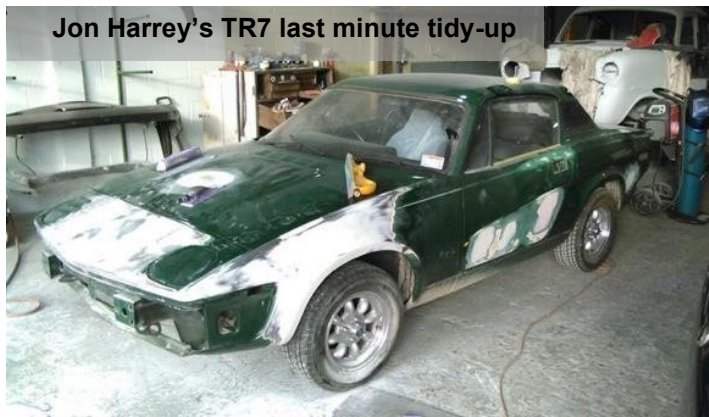
NW2017

It should have been difficult singling out the highlight. The cars. The scenery. The entertainment. The food and hospitality. The after-tour. Normally a hard choice, but for Avril and it was simple. It was the people. The pleasure of renewing old friendships, catching up on happenings, and the opportunity to make new acquaintances.

From a group leader's perspective, I was thrilled to see three cars representing the Top-O'-The-South. That's a very encouraging turnout from a small and widely scattered membership and I doubt if the Top-O'-The-South has achieved that before.

What superb determination on the part of Jon and Cheryl Harrey to attend NW2017. It was their first outing with the Register. Many will have noticed Jon, his broken ankle and leg in plaster, the result of a fall only a week or two before the Nationals. What wouldn't have been appreciated, is that Jon had booked his TR7 into a paint and panel shop, wanting a re-spray to tidy its appearance for NW2017. There were unforeseen delays, as is often the case, with time fast running out. No doubt Jon uttered a few choice words. Whatever he said worked, and at the very last minute his spruced up /

repainted TR7 was handed over. It was a close call. An extremely close call. He took delivery virtually the day before NW2017 kicked off. Whew! And then there was Cheryl's brave and selfless effort, driving the TR7 to Napier, the day trips in and around Hawkes Bay, then back to Nelson again. And all in a car she hadn't driven before, and probably one in which she'd have preferred being the passenger. How very fitting that the TR Register acknowledged Jon and Cheryl's efforts and awarded them for their perseverance. Warm congratulations from your Top-O'-The-South team mates. Your presentation was well earned.



And it was pleasing to have the company of Alan and Ann Blackie, also from the Top -O'-The South. They are new members, having only joined the Register 3 months or so ago. They've wasted no time getting out and about in their TR6 and this bodes well for the future of the Top-O'-The-South. Ann and Alan live in Collingwood. They're hemmed in by the dreaded Takaka Hill, and anyone taking on that fearsome challenge deserves my praise. Or maybe my opinion has been coloured by my TR3A. It protests loudly at the faintest sight of a hill. But whatever the case, I'm sure the Blackies, in their more sensible TR6, would have found the Takaka Hill a mere bump on the highway.

So, what of NW2017 stood out for us? Clearly the after-tour and the homeward journey. And not for the reasons one might think, but for the contrasts, the extremes, and the challenging driving. Who could forget the searing heat on the run to Wairoa from Napier? And then the wonderful driving and great scenery on the next stage to Gisborne. And what about the roadworks encountered between Gisborne and the 'Cape? Some of those corrugations and changes in road surfaces were hard to pick. The TR3A's suspension suffered dreadfully and numerous times I feared the drive-shaft would thrash its way through the floor pan. And then our stop-over at Hicks Bay, and Mark McLaughlan urging me to put the top up as rain was likely. He was right, and great was the fall thereof. So great, and so much of it, that the top remained in place, shedding rain (drip, drip, drip, tolerated) until we arrived home in Picton. Five days and 732 kms driving a leaking tent!

The weather gods hadn't finished. They saved their wrath for one parting shot and we copped it on our final leg, Taihape to Wellington. It rained overnight in Taihape, and come morning departure it had really set in. Then the southerly arrived and the rain became torrential. The wipers were no match. They simply weren't up to the task and couldn't cope. For a good deal of the journey, road markings were obliterated by the deluge, and rain streamed across the windscreen, the wipers ineffective. So bad was it, that I'd considered pulling off the road and sitting it out. However, I was afraid of getting hit from behind, such was the reduced visibility. The absence of hazard warning lights on the TR3A added further to the danger. And the traffic was heavy too, something else

I was all too conscious of. And so we carried on. A really difficult and exhaustive drive. Over 200 kms in the most appalling of conditions. It called for a huge amount of focus and concentration. With great relief, we reached the ferry and eagerly waited the boarding call. Over the years the Aratere has drawn a lot of criticism. She looked a wondrous sight to us.

Unfortunately Avril and I are unable to attend NW2018, but we'll make Christchurch the following year. I've set a target. The challenge is to beat this year's effort. I'd like to see 5 cars representing the Top-O'-The-South at the Christchurch NW2019 event. Five cars. Minimum!

Cheers from the Top-O'-The South Group

Bill



Bay of Plenty Travellers

NAPIER NATIONALS 2017

Three couples from the Bay of Plenty in their Triumph sport cars drove down to the Napier TR Convention from the 2nd of March until the 5th. The weather was superb over the entire time and Friday's Concours event came and went with our group picking up a couple of medals. There did appear to be almost as many cars not entered in the concours which leads one to suggest that a change in the system might encourage more entries.

We had a couple of great drives in convoy over the weekend. The highlight was the drive south over curving, undulating, inland roads then along State Highway 50 past the writer's old farming district to Takapau, and then on to Oruawharo Homestead for lunch.

Beautiful large trees surrounding the buildings of the property gave a sense of timelessness, as if the world had stood still for over a hundred years, while the period pieces within the rooms of the home complemented the age of the building.

We made our own way back to Napier via Hatuma catching up to, and being passed by, other Triumph enthusiasts. The roads in Hawkes Bay are delightfully free of traffic in most cases and lend themselves to swift driving, ending what was a most enjoyable day's outing.

Brunch on the Sunday proved popular preceded by a run around the hills of Napier ending at the Mission Estate Winery. Again the food was of a high standard as was the case over the entire weekend. Special thanks must go to Graeme and Joy Thomas and their team of supporters for making those few days such a success.

BOP TRAVELLERS

Our alternative monthly meetings at the Orchard Bar in Bethlehem on the outskirts of Tauranga have been very well attended. At our last meeting held on the third Wednesday of January we decided to take a run up to Waihi Beach and stop off at the Hot Pippi Café for lunch.

On Saturday the eleventh of February we all drove out to the Macpherson's property in Te Puna for morning tea and coffee. The day was a brilliant clear summers day with just the faintest breeze as we sipped and ate our refreshments under the filtered shade of a large flowering silk tree. **Photo right.**

We eventually drove on towards Waihi Beach through congested holiday weekend traffic and were relieved to turn off the highway and head down towards the coast.

Our group included a TR2, TR3 and a TR3a plus a TR7/8 Grinnall as well as a smart Triumph motorbike all of which looked the part lined up outside the café while we ordered our lunch.

The meals duly arrived and were up to the café's usual good standard and were enjoyed by all.

Following much banter and conversations about the various merits of previously owned vehicles, including old Standards and Triumphs, we progressively left and drove home separately to end another successful and pleasant outing.



Ian



Wellington Wafflings...

Having missed last year's TR National Weekend I was particularly looking forward to being able to report on attendance at this year's event. Sadly, however, you will have to read about that on other pages of this issue, as work required me to be elsewhere.

Unlike last year, the TR would have been happy to go, as I'd made sure that the gearbox (which was sitting on my garage floor when I last wrote one of these reports) found its way back into the proper place; and, thanks to the skills of Ken Saville, everything was working as it should in the transmission department.

I even had the car running in time to attend Wellington British Car Day on 12 February. There, it joined two other TR3As and a TR2 in a fine multi-coloured lineup of sidescreen cars.

Due to the failings of more modern vehicles the TR was even providing me with daily transport for a couple of weeks. This reminded me of just how much appeal and recognition these cars have, and it isn't just about nostalgia.

We had a nice day in Wellington a week or two back. I'd been using the TR and it was parked outside in the driveway. I was in the kitchen when I heard the excited squawking of adolescent males. Going outside, I found two of my teenage son's friends drooling over the TR. One of them was kind enough to tell me it would be worth a lot of money if it was restored. The other, however, really bowled me over by identifying the car as a 3A and correctly guessing what year it was made in.

So there you are. Don't believe anyone who tells you that the only people interested in old TRs are old fogeys, that young guys are only into rice burners with turbos, or more likely have no interest in any cars at all. Your own children may be indifferent, as it's just "Dad's old car" and therefore can't possibly be cool, but they'll have friends who are the next generation of old car nuts. Be kind to them when you meet them, and accept their compliments gracefully, because they'll be buying your car one day.

Coming Events

Pub evening: Last Wednesday of each month. Call Jonathan for details 021 124 7950

River City Park Up, Wanganui City College, 9 April.



Johnathan

2017 TR National Weekend

- a Deep South Group tale

Getting There.....

The day finally arrived for the TR National Weekend at Napier, and three cars from Dunedin and three cars from Central Otago were on their way!

On Monday it was off to Amberley and any arguments between Stephen and Mark regarding their travelling speed were quickly settled when Mark's speedo suddenly and spectacularly gave up the ghost. (Ed - Mark couldn't keep up regardless!).

Tuesday saw the three Dunedin cars reunited and setting off from Amberley for what was a long and trying day with road works. Lots of "Stop" and "Go" signs and fresh seal being laid as we drove right beside it. We and, worse still, our cars, were also peppered with stones from fast-moving 4x4's and trucks. The day started out chilly but turned out very hot- Yay! Time for T- shirts and shorts! Summer had started.

At a short stop, to flick out a stone from Stephen's TR8 brakes, the girls thought it would be a good opportunity to toast the start of our travels through the Wairau Valley, home of arguably NZ's finest Sav. See photo.

A leisurely dip in the Picton motel's pool refreshed us and it was off to the Marina for a fantastic evening meal.

A flat crossing in the ferry the next morning was welcomed and gave us a chance to catch up with the Christchurch contingent in the Lounge. After a quick repair to Stephen's radiator top-tank in Wellington, we headed to Martinborough and a chance to sample some of the local produce. Vicki took the opportunity to catch up with some old friends while we had Thai cuisine in the Square.

The next morning there was a stop at Greytown for the girls (shopping) and at Masterton for the boys (sparkplugs for Ian's TR4).

Ah.... Napier....

We had 4 "average" Hawkes Bay days (hot, sunny and superb) which were perfect for TR motoring. Thursday night was registration and the usual gab-fest as everyone caught up with each other.

Friday saw the Concours d'Elegance and once again the sexes went in separate directions, the girls to shop and check out the sights from the little tourist train, actually a tractor in disguise! The boys to see an amazing private collection of some 440 British cars, some stacked two-high. There were lots of comments of "I had one of those.... And one of those...." Everyone was happy.

There was a delicious meal at the Hotel that night followed by a tricky quiz compiled by our hosts.



**Ladies sip wine while
the blokes work.....**

Saturday saw us motoring around the Napier, Taradale and Hastings area to morning tea at an historic Homestead. It is now home to an IT company so sadly we were not able to explore it. Then we went further afield to Oruawharo Homestead, where we had an interesting talk about the house's history by the owner, Peter Harris.

This was followed a lovely al fresco lunch and a walk through the grounds and into the House itself. The Harris' have done an incredible job, but we didn't envy them the painstaking hours it must have taken them to get to where they are today.

Over half a dozen cars took the "scenic" route, via Taupo, and were nearly added to the chapter of a local bikie gang.

The Prize giving was held that evening in the brand new Conference Centre on Marine Parade and we were very appropriately transported in restored art deco buses, complete with viewing platforms at the rear. Another awesome meal, complete with "Bertie" showing us his underwear and giving us interactive dance lessons. The TR Deep South Group returned with a well- deserved stash of silverware (well done, guys!)

Sunday saw us on the road again heading by a tricky (for some...) route to the Mission Estate vineyard for the final Prize giving and, you guessed it, more yummy food.

Thank you to the National Weekend Organising Committee, you certainly kept us well supplied with delicious crispy apples and sunscreen to deal with the "average" weather! We had a great time and left with some excellent memories of hot, sunny days and good motoring.

The After Tour....

We said goodbye to Stephen and loaded up his car with all the things we didn't need. The poor man could hardly move....

A very hot trip to Wairoa with an undulating road saw us all heading to the pool when we reached the motel. Along the way, Mark managed to lose his rear vision mirror. He wasn't too worried because as he said "what's behind me doesn't matter!" The group had organised a smorgasbord dinner at the motel, followed by a talk about the history of the area, which was very interesting.

The blue skies and hot days continued the next day as we made our way to Gisborne along the stunning coastal scenery. We stopped at Mahia for Mark to get his ocean swimming fix on the southern side and to admire the crystal clear water lapping on the shallow rocks on the northern shore. You could have been on a Pacific Island! That night we dined at the motel and walked along the boardwalk, admiring the views of the Bay.

The next day we travelled to Hicks Bay via Tolaga Bay where most of us walked along the enormous wharf and then moved on to sample one of Cottle's world famous pies for morning tea. The water in Tokomaru Bay was irresistible for some of us and we had a quick dip.

We were nearly at Hicks Bay when many of us bottomed out on a particularly nasty bit of road. Alas for Tony Phillips' exhaust system which was knocked clean off. He had to race onto the road and kick it out of the way before it was run over by the following cars. A short trip back to a local engineering shop saw it refitted. He was sent on his way with a cheery "that dip gives me lots of work" from the mechanic!

We made a stop at Te Araroa to see New Zealand's awesome (true meaning of the word) largest pohutukawa tree- it was HUGE!

At the Hick's Bay Hotel we discovered a track leading down the cliff to the beach below. The water was warm and calm, unfortunately it was also a little rocky as Colin discovered.

That night we caught the edge of the storm that hit the Coromandel and as we went on our way to Whakatane, the road was strewn with branches and debris.

We stopped off at the well- named “The Nuthouse” to sample and buy their delicious macadamia nuts. Then it was off to Opotiki for lunch (and more shopping), then onto Whakatane the last stop on our lovely holiday..... It was time to go home.....

Going Home.....

We travelled south through the beautiful Rotorua lakes area and explored the Waiotapu Thermal area before stopping for the night at Turangi.

The next day it off to Wellington via Southwards Car Museum- what an amazing place! We stayed the night in Lower Hutt before catching the Ferry back to the Mainland. Sadly, the crossing was not the millpond it was on the way up and Jo broke out the “Sea Legs”. The positive side was that it was raining and the road works weren’t manned, so we got through the dreaded Inland Road much quicker than on the way north. The negative side was that Mark’s driver side wiper fell off...

We stayed separately in Christchurch that night and made our way home.

The Nationals were over, but there is always next year!

Jo & Colin Deaker



Spare a Thought

Spares sales have been brisk over the past few months – as soon as the fine weather starts, the orders start flowing. I wonder why?

It has been almost a year since we placed our last spares order. I have managed a six monthly refresh and indent up to now, but just could not get one together pre-Christmas. So, for those orders I have not been able to fulfil, I apologise.

Now the good news.

By now you should all be aware that I plan to place an order in April for delivery around the end of June. This will be both spares and indent.

In the email I sent out on 17th March, I asked that you send me your requirements by April 10th. However, if for some reason you did not get the mail and you still want to place an indent order, contact me asap at spares@trregister.org.nz and I'll see if I can squeeze it in.

Preferred format:

- spreadsheet, or word table
- For TR2-6, use Moss Europe part numbers
- For TR7 & 8, please use Rimmer part numbers
- clearly list quantities.

Also please identify the model and year of the vehicle.

You will be advised of the estimated landed cost and will need to pay the Register before the order is placed.

Ian.

The Registrar Reports...

We were gratified to see the ever-improving standard of TRs at NW 2017. Long gone are the \$200 student transports of the 60s and 70s, and their 'Concours de Negligence'...

TRADEME LISTINGS:

- TR6 comm # CP75068-O rego JZ5129 Tauranga for sale TradeMe start price \$30,000, sold for \$41,000
- TR6 Comm no. CP75759-O for sale TradeMe for \$49,000 ono. Ex Brian Sadgrove
- John Rummery's Swallow Doretti Reg 584DHU. for sale at \$75,000. 11 years and 11,000 miles since full restoration.
- TR3 Comm No. ??? for sale on TradeMe sold for \$6,100.
- TR6 Comm CC64365L, engine CC64427E for sale TradeMe \$25,000.
- TR2 Comm no TS3982 for sale by Ian Burk Whangaparaoa on TradeMe starting \$25,000, and sold
- TR7 Comm No. TCG113610KF rego. 80TR7, for sale TradeMe for \$14,500. Waimak Classics. This car is ex Wayne Stark.
- TR6 comm no. CP26874 rego. TA1170 for sale TradeMe \$49,000. Ex Les Seiler about 6 months ago..

MOVING on to NEW HOMES..

- New member Colin Conway, Papamoa now has TR2 TS3648-O, rebuilt a few years back by Colin White in Napier
- New member Warrick Orr, Algies Bay now has TR3A TS26202, engine TS36943E, and recently featured along with Nigel Hayman in the Herald motoring pages...
- New member Cameron Bayliss, New Plymouth has TR2 TS8608 engine TS8990E . First owner from Invercargill, my father (Brian) purchased in Feb 1978, has been stripped and off the road for 34 years, currently undergoing complete resto.
- New member Colin Grant, Napier now has TR4 CT24264-O, ex Alan McLintock.
- New member George Looman, Wakefield now has TR7FHC Comm. No. ACG10597A Rego JD 9436. Previous owner was converting to V8 but lost interest. Has been stripped to a rolling chassis. In the process of rebuilding using the following donor car for missing parts and drivetrain - TR7 1977 Comm.no. AGC14259, engine CG118444E rego. IX2636.
- New member Graham Marchand, Orewa now has TR3A TS59267 engine TS60022E. ex Bruce Raxworthy Christchurch.
- TR4A CTC65834-L, ex Brian Peet, now with Peter Seaton in Tauranga.

MISCELLANEOUS STUFF;

A note from Wayne Stark, following our successful linking of two potential advertisers to our website: "Hello again, just to let you know my 'TR4 for sale' and Ian Burk's 'TR4 wanted' adverts. are no longer required. Could you pass on to Kevin Tinkler for his records, the following sales I have made - 1. 1980 TR7 FHC blue, reg. 80TR7, owned 10 years, to Waimak Classic Cars. 2. 1965 TR4, white, reg. 65TR4, owned 36 years, to Ian Burk, Warkworth, Along with my first car, a 1958 TR3A, original reg. BV8968 then IT3, sold around 1982, this brings an end my association with the Register after approx. 42 years. Kind regards to all, Wayne Stark.

+++++

I met up with young local man Nik Gannaway at Napier NW2017, who enquired as to whether the TR4A ("I thought it was a Supercar!") his father owned in the early 80s was still alive. Fortunately he had the commission and registration numbers (CTC59549-O and DM4) so I was able to tell him his 'supercar' was presently in a sorry state, having suffered a bad rear-ender. However it is now in the hands of Vishu Singh in Hamilton, who has a complete rear-end ready to graft on, so hopefully it will be reborn soon....

+++++

John McCartney writes: I'm able to tell you why replacement plastic tranny covers often don't fit as expected. From what I have learned this far, it's a universal problem and I've found the answer in a sheaf of papers written by my Dad back in the late 50's. For those who are not aware, Dad was Quality Control Manager and Chief Inspector at Standard-Triumph until the Leyland take-over.

The problem first raised its head with the start of Herald production. What few people know is that key parts of Herald assembly were made by different suppliers namely the scuttle (firewall) bonnet, floor and rear deck. As a result and because the bodies were built up 'visually' and not in proper body jigs, the conformity of panel gaps and door shut lines were achieved by loosely assembling the entire structure and then using a variety of timber levers and rubber mallets to achieve overall alignment in which the "it looks about right" was the prime decider. This was by no means an exact science and in the early years of the Herald's production life (certainly the first two years) resulted in horrendous warranty costs through water leakage. Gradually, they managed to get the issues sorted but with the arrival of the TR4/4A/5/250/6 the bodies were assembled in much the same way.

That's why we never took visitors into the body assembly area as the somewhat brutal way that things were put together was not felt desirable for visitors to see!

The issue of the transmission tunnel was a major headache. The factory fit version was made of a semi-liquid form of chewed cardboard put over a perforated zinc former and bonded with fish glue which was then baked to harden the assembly off. Having determined the more or less precise position of the holes along the front and side edges, the tunnel was then put into a separate jig to mark off how much of the tail end needed to be removed with a circular saw.

Because of the 'variability' of where these holes eventually appeared means that no two cars were exactly the same in all critical dimensions and this is what the parts aftermarket has entirely overlooked. Those who now make these tunnels have assumed (incorrectly) that the size and positioning of the required holes was identical in every case and that's why they're such a sod to fit and why they're nearly always too short. The originals were always made longer than necessary so there was a tailend to remove and that amount of removable section depends entirely on each individual car.

Kevin



LUCAS FUEL INJECTION SERVICE for TR5 & 6

Injectors
Check valves
Fuel lines

Contact Dave Tong
thetongs@ihug.co.nz

Service provided in conjunction
with the TR Register

TRansactions

FOR SALE



Swallow Doretti Reg 584DHU.
\$75,000.

11 years and 11,000 miles since full restoration. Interesting history.

Email rumbo@replicore.co.nz for full information pack and photos.

John Rummery
Whangarei
0212387818

1974 TR6 cr 5871

Car underwent a Steve Payne meticulous rebuild five years ago. Since rebuild has won concours for modified section at the TR nationals Wellington and Dunedin.

Comes with personalised plate 7T4TR6, leather seat inserts, double duck soft top, Roll bar, and is painted Carma Blue.

Standard Steel wheels are finished in silver grey. Chromed Tappet Cover and inlet manifold. Bosh pump to clear tubed injection system.

Car is for sale as owner has an eye on another model TR.

For more info contact:

Barry on 0274533170, or
sueandbarrytervitt@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.

TRansactions

FOR SALE



1968 TR250

Triumph Racing Green. 9800 miles since body off restoration (2005/ 2010). Converted to R/H drive and overdrive fitted, new parts fitted where necessary with photographic record of restoration.

Chrome wire wheels with good tyres, fitted with later cylinder head, manifolds and SU HS6 carbs. I have the original cylinder head, Stromberg carbs and manifolds which will be sold with the car.

Fabric hood is in excellent condition. Has been to many Weekend National TR Rallies. Location Auckland.

For more information and details

Ken Burton

098131502 or 0211099411
kenwb39@gmail.com

WANTED

TR2 radiator

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

TR3A parts

Badge-bar and Jaeger
Water Temperature Gauge

Bob Birdsall
jandbbirdsall@clear.net.nz

TR2/3 rocker cover oil cap.

Malcolm Devereux
021 747704
com@mandeno.com

Complete TR4 diff and axle assembly

Please contact Brent Cameron
0274 364 385



Mahia Peninsula.. Was Frank banished from group?



CLASSIC DAY AT THE RACES



THE ELLERSLIE INTERMARQUE CONCOURS & CLASSIC CAR SHOW

ELLERSLIE RACECOURSE
SUN 12TH FEB 2017, 10AM - 4PM

1958 V83A MONTE CARLO RALLY - 1ST IN CLASS
1961 TR4 LT MANS 24 HOURS - WINNER TEAM PRIZE



1976 TR7 MANX TROPHY RALLY - WINNER TEAM PRIZE
1978, 1980 TR7 VS MANX TROPHY RALLY - WINNER OVERALL