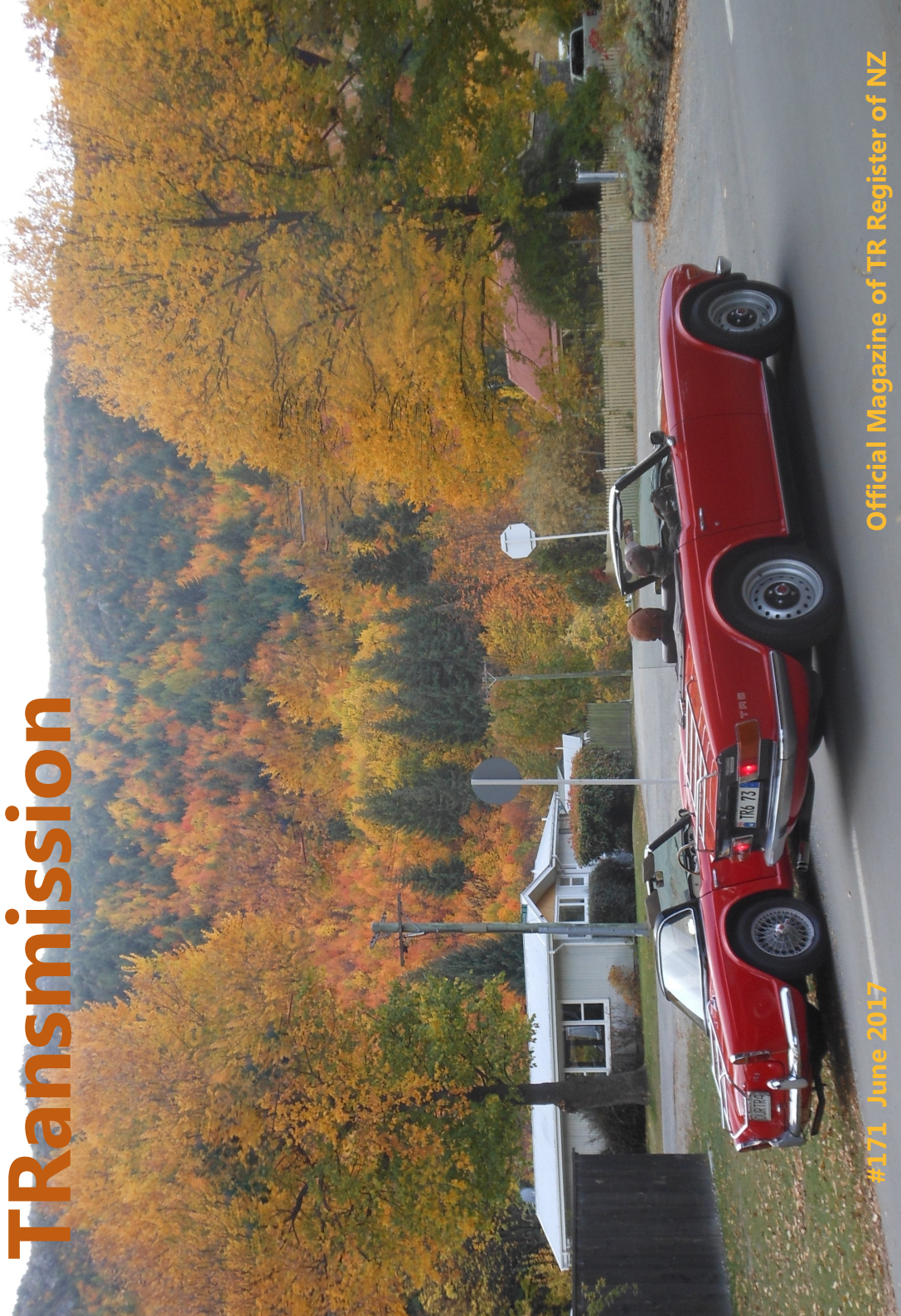


TRansmission





Mid-Winter Run - members from Auckland, BOP, Napier and Waikato



Blue is popular among the Waikato team—see Page 6

TRAnsmiSSion

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FRONT COVER

**Beautiful autumn colours
in Arrowtown, enjoyed by
the Deep South Group.**

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

I write this report a couple of days after the shortest day – which means that longer days are on their way, and sunshine and summer are not too far off (always the optimist). We might be in the throes of winter, but there is much to celebrate. We have just won the America's Cup, and are sorting out the Lions at rugby. NZ taking the world on again and punching above our weight- fantastic.

And looking forward to finer weather and more TR'ing

NW2018 planning is well in hand. The team from "North of Auckland" have pulled together an innovative schedule, with plenty of notice for us all to get it in to our diaries early. A four day event, with limited driving and more relaxing time, recognises the distance that a number of members will be travelling to attend. Details enclosed.

On an international front, we are in touch with an UK couple who are out to NZ in January 2018 for their daughter's wedding in Papamoa and are keen to borrow a TR for the event. Frank Cleary is off soon to Tasmania for the Australian Side Screen Nationals – I sense a full report in the offing.

My own TR6 is still suffering a broken gearbox, but that should all be rectified shortly with today's arrival of rebuilt gearbox and o/d from Moss in the Spares/Indent order. More in *Spare a Thought*.

Last but not least – it is with sadness that we report the passing of Robert Johnston. Robert served the Register well for 25 years, and whilst Robert's opinions may have been somewhat polarising, his heart was firmly in what was best for the Register. His willingness to share his deep knowledge of matters TR will be sorely missed.

Ian.

EDITORIAL TEAM

TALK

As you read this, it's probably mid July, bang on the middle of Winter and typically the least TR friendly month of the year. But it's onwards and upwards from here, so hopefully the material in TRansmission might be just a little bit inspiring for what's ahead with our cars and friends within the Register locally and nationally.

Speaking of nationally, this edition contains all the information for Nationals 2018, either in this magazine at Page 22 or in the forms that came with your mag. The programme outlined sounds really good, so if you are planning to attend, don't delay getting your room booked and registration in.

It's great to see a couple of "different" articles this time around, a female perspective on a restoration process (thanks Varley Broadbridge) and a claim to fame for Wakefield as the NZ capital of TR7s (thanks Jon Harrey). By the way, does anyone want to (politely) challenge this claim?

Many of the authors have noted the major contribution of Robert Johnston to the Register in many ways and there is a special tribute in this magazine. As the editors we would, in particular, like to acknowledge Robert's regular, consistent, and quality contributions to TRansmission over many years. He had excellent contacts, extensive knowledge, and a real passion for TRs, and much of this was enjoyed by our readers thanks to Robert's enthusiasm and willingness to share through the magazine. Our condolences go out to Stella.

Stephen, Trevor, & Brian

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

Robert Johnston

It is with sadness that we report the passing of TR Register stalwart, Robert Johnston. Robert was a life member and past president of the TR Register and an active participant and significant contributor to the club over an extended period. He was, of course, also a terrific friend to many current and past members. Robert was an enthusiastic force in the TR Register and an active supporter, putting his significant intellect and energy behind many activities and initiatives of the club over an extended period. Unfailingly generous with his time and contributions, and always ready to laugh at himself, Robert was always extremely quick to forgive any oversights or mistakes and move on.

Before his time as President, Robert looked after the import of spares for the Register which was time-consuming typically and meticulously executed. Latterly he looked after international connections, creating a great deal of goodwill with TR clubs outside of New Zealand, attending several events with Stella.

In an era where most of us have a significant degree of professional help with vehicle restoration, it is worth noting that Robert meticulously rebuilt his TR5 largely unaided. The completed vehicle scored with distinction at several intermarque concours events and was responsible to a significant extent in the TR Register's creditable team performance for three years. It also collected an array of silverware from the TR Register's own events.

Robert is survived by Stella with whom he thankfully shared a wonderful marriage. He will be very sadly missed by all who had the great benefit of his friendship, the pleasure of his company, and by the those in the club who may not have even been aware that they were, and still are, benefiting from his efforts.

Peter Mence.



Waikato Wanderings



Greetings from the Waikato Group

We have managed to get out and about to enjoy the stunning Autumnal colours and each occasion has been met with great fellowship. Three more monthly meetings have passed at our new 'local', the Prince Albert Tavern in Cambridge, and all have been well attended and offer opportunities to discuss all things TR, who is about to head overseas and what events are on the calendar.

Te Awamutu played host to their annual Classic Car Show and our club was well represented with cars from the wider Waikato group, Bay of Plenty, and Auckland so an opportunity to hoist the TR Register flag. It did not go unnoticed because we were met with great success including Best British car and Best Triumph in the show.

The last three months have also seen our group gathering at Chris and Helen's property to enjoy a late summer picnic on the lawn; very posh and lots of fun regardless of the terrible weather and the loss of the Waikato Group leader to his passion for golf; he who shall not be named. These get togethers also present us with wonderful photo opportunities as shown below.

Seven cars from the Waikato travelled over to Rotorua to join in on the Mid-Winter Run hosted by Rocky and Rebecca. Every aspect of the weekend was excellent and a report is included in the magazine compete with photos.

Happy Motoring from the Waikato Group

Peter.P



Te Awamutu Car Show



Very happy team at Pub Night

City of Sails Area Report

This quarter for the Auckland Group is dominated by the passing of Robert Johnston. While there will be others within this magazine passing on their respects, I would be remiss if I didn't share my thoughts.

Robert's passing leaves a very large void in the Auckland Group membership, and one which may never be filled such was the impact of this man. His 25 years as office bearer for the Register was rewarded this year with Life Membership, a unanimous vote passed by his peers. Robert gave much to the members over the years, whether as President, Vice President, Committee member, Webmaster, Technical contributor, Secretary, International Relationship coordinator, Group Leader, Run organizer or just as a fellow member and TR owner. Robert's influence was felt by many and I would think will never be forgotten!



For me personally Robert was a very generous sharer of information and encouragement. The first time I took my newly purchased TR6 to pub night he had nothing but good comments, even though it was and is a far cry from the quality car that is Robert's TR5. He fed me with encouragement and enthusiasm and I felt the better for it.

I had many conversations with Robert in the last 4 ½ years, either face to face or on the phone, talking technical issues, or discussing runs 'past, present, or future', happy to hear of his exploits in Europe following one of his overseas trips, or just chatting in general. I also had the pleasure of spending time with him at his and Stella's lovely home in St Heliers, either in his office talking cars, fuel injection, aeroplanes or family trees, another of his passions, or sharing a beer in the upstairs room overlooking their beautiful garden.

A true gentleman, it was a pleasure to have shared time with him, and I for one am the better for the experience.

My heartfelt condolences go out to Stella at this time.

The photo that follows on the next page is of Robert's TR5, along with the TR4 of Kevin Tinkler and TR6 of Dennis Greenman, on display in the front garden of Robert and Stella's home, the day of his funeral.



It's been a messy quarter for we Aucklanders, with weather interfering once again in almost all proceedings of a driving nature. A few of us have managed to get out independently giving the cars a bit of a thrash, however Group Events have been few.

We did venture back to the future with our Pub Night venue, moving from Swashbucklers to the newly renovated "Good Home", formerly Normanby's. And what a jolly lot we were as shown in the photo on the inside back cover.

The June pub night we were very fortunate to be joined by Liz and Tony Philip from Kerikeri, and with Stephanie Booth and Rona Ramage joining in as well it made for a most enjoyable evening.

Dennis and Anne Greenman were the sole car to venture down from Auckland to the much enjoyed Mid Winter Run to Rotorua organised by Rocky and Rebecca Fiske, and Dennis has written a report which appears elsewhere in this copy of TRansmission mag.

A smaller than usual report this quarter, hopefully we will liven up for the second half year.

Till next time.

Happy MoTRing

Steve Martin



Deep South Group

I am writing this report after a great weekend for NZ' sports teams especially for us here in the Deep South with the Highlanders beating the Lions and the Southern Steel beating the Mainland Tactics to keep their place as top netball team in the NZ competition. The All Blacks won convincingly against Tonga and Emirates Team New Zealand are two up in the Americas Cup. The only news that could have topped it off would be to hear that they had started making Triumph TRs again!

We had a great "Change of Seasons" mystery tour leaving Dunedin on the Saturday morning and heading to Ranfurly for morning tea. The weather was fine but cool (very) but the further inland we went the better it got. Those who hadn't left Dunedin with their tops down decided to drop theirs at Ranfurly. It was then on to Naseby (2000ft above worry level) to check out the trees there to see if they had started to change to their Autumn colours. Unfortunately, we were a bit early and most of them had not changed.

Alexandra was our destination for a picnic lunch at Ian and Lyn Gray's. Once again, the Autumn colours were a bit disappointing. After enjoying Lyn and Ian's hospitality our next instruction was to make our way to Arrowtown for a look at the colours that Arrowtown is famous for. We weren't disappointed and the hills were covered in all colours of the rainbow. From there it was back to Cromwell for our overnight accommodation. As usual there was the gathering in the sun outside one of the units to go over the day's highlights. This lasted until the sun went down and then there was a hurried evacuation inside to the warm. The day finished with a very enjoyable meal in the refurbished restaurant before everybody headed off to their units for a good night's rest to prepare us for the next day.

We woke to rain and snow on the hills. Not really open top touring weather! Colin and Jo had routed us through Clyde, Earnsclough and then on to Roxburgh for lunch. It was a shame the weather did not play ball, the run would have been a lot better if we didn't have to contend with the rain. From Roxburgh we made our way home, still in the rain.

Our thanks go to Colin and Jo for all the work they put into organizing another great weekend.

A full report can be read starting on the next page.

In June, sixteen members met at Etrusco Restaurant for a Pizza and a drink before heading to the Metro theatre to see the film McLaren, a documentary on the life of the famous New Zealand formula one race car driver and sports and race car builder, Bruce McLaren. A thoroughly enjoyable night out, one we may look at doing again in the future.

It was with regret that we learnt of the passing of Past President Robert Johnston. Robert was well thought of down here in the Deep South. Over the years many of us had quite a lot to do with him and from my personal experience Robert was always the "go to guy" for anything to do with TRs, motoring or aeronautical information. He was a great fund of knowledge, one of a kind. Our thoughts and sympathy go out to Stella at this time.

Jane and Trevor

Change of Seasons Mystery Tour

It was an early start for this year's Change of Seasons Tour. We all met outside Bev and Keith Allott's for our tour instructions and briefing. Two of us braved the elements and had our tops down although the further we got inland the cooler it got. Somebody made the comment that the temperature dropped 1 degree for every 30 metres you went up? It was 8 degrees in Mosgiel when we left and as we motored inland to the Strath-Taieri valley and the foot of the Rock and Pillar range we had risen to 201 metres so it was getting quite chilly!

The morning tea stop was at Ranfurly. After a welcome warming cup of coffee and a date scone several others took the opportunity to put their tops down and we all headed for Naseby for a look around at the Autumn colours that Naseby has become renowned for. It was then on to Ian and Lyn's place at Alexandra for our lunch stop for the day.

Unfortunately, we had had a strong nor' west wind storm through Central and Otago on Thursday and this had the effect of stripping a lot of the leaves off the trees, not to mention the dropping of a couple of trees at Ian and Lyn's. This was a bit unfortunate but there was still a reasonable showing of colours on the trees and the blanket of leaves on the ground added a new dimension to the scene.

We were joined at Alexandra by our Deep South members from Twizel, Jade and Paul Lloyd and family and Mark Williams, a new member also from Twizel. Mark is the new owner of Ian and Lyn Gray's TR2.

After a very enjoyable picnic lunch and a look around Ian and Lyn's garage and an in depth discussion on the merits of which vehicle to tow a caravan with (definitely not a TR) it was on the road again to check out the Autumn colours up the Kawarau George and in Arrowtown which is certainly a special place at this time of the year. The colours around the town and up on the hills make a trip there well worthwhile. The cars caused quite a stir in the town with lots of tourists taking the opportunity to photograph or be photographed with the cars while their owners wandered the town taking in the shopping, coffee bars or just enjoying Arrowtown in the Autumn.



A new added dimension to the Autumn colours in Central is the wineries scattered around the area. The colours that Autumn brings to the vines is incredible, from deep reds to bright oranges. To really appreciate the view of these you need to get up on higher ground and look down on the vines. Finding a hill and making the effort is well worthwhile!

It was then back to our mystery destination (The Gate Hotel, Cromwell) for the night. As usual the social hour before dinner was a great success although most of the women adjourned to the warmth of inside while the hardened car nuts stayed outside in the cold discussing important subjects connected to motoring. It was noted that they stood and froze while the inside group enjoyed a nice warm environment! (What you do if you are a dedicated car nut.)

The day finished with a very enjoyable dinner at the “The Stag” restaurant in the hotel complex. A great day and everybody was looking forward to seeing where Colin and Jo would take us the next day.

Unfortunately, we woke to drizzly rain and snow on the hills, not the most conducive to open top motoring. Mark was having one of those “Bugger” situations. The starter motor on the TR2 was playing up and had to have a push start to get going before joining the Lloyds and heading back to Twizel. The author’s speedo cable broke on the way up and the windscreen wiper fell off on the way home. The joys of English car motoring!!

The rest of the group headed off down the Cromwell George, through Clyde, Earnscleugh and on to Roxburgh for lunch. As we progressed south, the rain got progressively heavier. We took the back road from Roxburgh over the bridge and down through Ettrick but the rain made it too unpleasant to stop and look at the anything on the way so we just motored on home.

A great weekend of touring, colours and fellowship. Our thanks to Colin and Jo for once again organising this event.

Jane and Trevor



Group photo at Lyn and Ian Gray’s home



Line-up at Cromwell overnight.

The Registrar Reports...

A fairly quiet three months, with most activity centred around TR6s

TR6 Comm No CP52370-O Rego TR601 for sale on TradeMe for \$52,500. Most recently seen at the National Weekend 2017 In the hands of Robert Giboney. Withdrawn by seller after 4 hours... sold the same day to Christchurch.

Doretti Rego BK2962 chassis #1142 for sale on TradeMe for \$58,000. Restored and actively used for many years in the Register by Gill and Wayne Butt - now owned by Lisa & Gavin Morris in Tairua.

TR6 Comm No. CP52859-O rego KL6 for sale TradeMe in April, sold for \$13,800, reserve was \$10,000 at 5/2017: above sale cancelled, again on TradeMe in May asking \$13,800 then sold for \$15,650.. Sale included a brand new TR6 engine block.

TR6 Comm No. CP52416 rego TR6RED for sale TradeMe \$35,000. Withdrawn from sale... sold??

TR6 Comm No CR2043, rego GR5492 for sale TradeMe asking \$49,500. 66,259km. This is a 2-owner car, based from new in the Christchurch area.

TR6 rego FP3944?, Comm No. CP54479-O now owned by Chris and Pete Snelling, Christchurch area.

TR250 Comm no. CD7282-L ex Ken Burton, has been sold to a new owner in the Christchurch area.

Napier Mayor Bill Dalton has imported a magenta TR6 from Australia... Commission Number etc to come.

TR4A Comm No. CTC78092-O on the road again after a full rebuild, in the stable of Ian Macpherson

I had an interesting email from the UK TR6 Registrar Derek Graham who had seen an entry on the Facebook 'TR6 Triumph' page concerning the whereabouts of a TR6 once owned in the 70s by the father of the enquirer. From perusal of his and my records, we were able to establish that CP50274-O arrived in NZ in 2002 after a comprehensive rebuild, and is alive and well in the Hamilton area.

Does anyone know Nick Sceats? I note from an overseas TR forum that he "is new to Triumph ownership and has recently bought a 1963 BRG TR4 here in New Zealand, in good condition but not much used for 20-odd years after restoration"....

I would like to acknowledge with gratitude the considerable help the late Robert Johnston was to me in keeping the Registrar records current. Some years ago he also spent many hours researching ownership of dormant and missing cars and owners, and thus helped to swell Register membership towards its current 300-ish. Well done, Robert. . .

Kevin

Hawkes Bay Happenings...

It was with great sadness that we learned of the passing of Robert Johnston. He was a great leader of the TR Register for many years and a mine of technical information on TRs which he was always very happy to pass on to club members. He and Stella also forged many friendships with TR members in the UK and Europe – some of whom have joined us at National Weekends in NZ. A great loss to us all and we pass on our condolences to Stella.

How the time flies by and now we are into winter – not our favourite season but we have had some pleasant days and TRs have been seen out enjoying them.

Our Club Nites have been a great chance to have a natter while sitting by the fire at The Station in Napier – something about a real fire apart from the heat. Our last Club Nite was held at Jarks in Hastings and proved successful so we will alternate between these two venues.

The 7th of May was our Autumn Fish & Chip run. 6 cars gathered at our



meeting point, the Chinese Gardens in Hastings, including our newest member Pete Snelling with daughter Lani navigating in their very smart Saffron TR6 – Chris was relegated to come along later in the 'ordinary' car. Welcome to you all. Also meeting us were Dave & Jane Mackersey (TR5), Bruce & Trish Hislop (TR2), Ray & Carol Weir (TR7), Steve & Maree Bevan (TR6). A stroll through the Gardens was very tranquil and restful. It is one of those places you have driven past many times but never bothered to stop at – wonderful. Oh I forgot to mention the weather – those of you who came to the National Weekend will understand if I said it was 'just another average day in the Bay'!!

Back to the cars and a drive through the outskirts of Havelock North then out past the very impressive Craggy Range Winery, crossing the river before turning back towards the coast along the Tukituki valley. This is a lovely drive and was used for the recent Targa event. Next stop the Fish & Chip shop at Haumoana where most of us bought fish & chips (well it was a f&c run) then took them along the road and



parked in the Freedom camping area right beside the sea – a beautiful spot with a flat sea and no wind. Lots of chat and I must say the fish & chips were the best I have had for a long time – I think we will make this an annual event.

Very shortly after the National Weekend in Napier, Rocky and Rebecca Fiske sent out information inviting us to attend a Mid-winter weekend in Rotorua over the weekend of the 10th and 11th of June. After fitting the heater into our TR2 I thought we could take the TR this time but as we got to Queens Birthday weekend the long-range weather wasn't very promising with heavy rain predicted. Not much fun in a TR2! But as the weekend approached the forecast changed and turned out to be fantastic for TRing.

Four cars ventured over the hill on Saturday morning with a stop at Mitre10 just off the Taupo bypass for lunch then onwards to Rotorua. The meeting point was lakeside at the end of Fenton St. 14 cars assembled from various parts of the central North Island. While we chatted amongst the group a car came by and stopped to look at the cars lined up. The car created a lot of interest with the menfolk as it was a Tesla Model S. The driver had owned a TR6 in his younger days. He offered to take some for a ride so 3 of our members hopped in and were taken for a spin. It was certainly impressive seeing this car accelerate extremely quickly with hardly a murmur. The passengers were certainly very impressed with the performance judging from comments when they returned.

Next was a briefing and instructions handed out taking us on a drive through the backroads and ending up at Waitapu for afternoon tea. I must say the instructions were very clear and the size of the print made for easy reading – well done guys. Back to the motel for a soak in our private hotpools then to The Distinction Hotel for some drinks and a meal. It had been a big day so it was back to bed and an earlyish start on Sunday morning.

More nice and clear instructions and we headed south to the Reparoa Road, slowing for occasional patches of fog and finishing at the Bruce McLaren Motorsport Track. Rocky had booked the track so we could do a few laps. This was led by Rocky who is very familiar with the track having raced here on many occasions in a Honda Integra. The



first lap was completed slowly so we could sort out the curves then for laps 2 and 3 the speed was increased! Everyone had broad smiles on their faces as they came back into the pits – it was great fun. On to a Restaurant near Huka Falls for brunch, more chat and then depart for home.

A wonderful getaway weekend – thank you very much once again for putting this together for us Rocky and Rebecca and getting the weather just right – Well Done.

We have now passed the shortest day but of course that means we will now get the coldest weather for the winter. We look forward to the spring arriving.

Happy MoTRing

Graeme & Joy

Bay of Plenty Travellers

ROTORUA MID-WINTER RUN

The Mid-Winter run to Rotorua, and further afield, was well supported with 13 cars assembling at the lake front 1pm Saturday the 10th June. The group travelled from far and wide, cars from Hawke's Bay, Whanganui and Auckland, also a couple of cars from the Bay of Plenty. While there I took the opportunity to introduce a prospective BOP member who has a TR6, not yet road-going, who had driven over from Tauranga to meet members and view their cars.

Those lucky enough, had a blisteringly fast ride in a new electric car which the owner had driven up in, having noticed the lineup of our TRs, of which he has a nostalgic interest in. Apparently the "new electric machine" is capable of nought to one hundred kilometres an hour in around 2 seconds. Having experienced this acceleration, it really was exhilarating!

Under the guiding hand of Rocky and Rebecca Fisk, who had kindly organised the weekend, we headed south in convoy along the Atiamuri Highway. Turned into Ngakuru, through the Waikite Valley, and eventually to the mud pools of Waiotapu. Here we stopped to observe the gurgling mud popping out of the ground and then falling back on itself as if a reminder of the sheer force of Nature's underground activity.

Heading back to our respective accommodation after the mandatory tea and coffee at Waiotapu most of us walked the easy distance to the destination hotel from the motel for drinks and dinner, then lounging in bar chairs, we caught the second half of the British Isles Rugby Team beating the Crusaders. The following morning we headed back to Tauranga, while the majority of drivers headed down to Taupo for a spin around the race track.

RESTORATION OF 1967 TR4A

Finally, after a 7 year total restoration, the TR4A is ready for the road again. It has been a long and expensive operation from initial chassis straightening, total motor rebuilding from the crank case up, including new pistons and valves. Then the job of panel restoration and body work, done by the professional Steve Payne in his garage in Te Awamutu, followed by painting the shell, and then a new carpet interior, adding up to completing the fitout. The final result is a credit to the workmanship of those involved. The owner can then reflect on his decision to purchase and rebuild a TR4A sportscar he once owned during 1986, now over 30 years ago.

Ian



Top O' The South

THE TOP O' THE SOUTH REPORT

PICNIC AT PELORUS BRIDGE

I've had my bluff called. Never again will I complain about the lack of driving companionship.

The widely scattered members, and over large distances, had always been an impediment to bringing the Top-O'-The-South group together, and, prior to my taking over the helm, I don't believe there had ever been a group function.

Following an encouraging growth in new members, and my efforts to unite the group through communication, I figured it was time to "test the water". I floated the idea of a picnic lunch run. The replies came back quickly and were supportive. With days shortening and a decided winter chill making itself felt, plans were made, and quickly. Dept of Conservation staff gave permission to use their Kahikatea Flat Camp Ground. This forms part of the Pelorus Bridge complex. NW2015 participants will be familiar with the spot. On that occasion it was chosen as the destination for a lunch run.

May 14th was calm and sunny, with a real autumn nip about it. Eight cars and 14 Top -O'-The-South members turned up. All the convertible variations arrived, sans tops. (proud of you all!). The Register badge was well represented with TR3A, TR4, TR6 and Swallow Doretti models in the line-up. Leon and Varley Broadbridge arrived in their Ford, their TR4 still under restoration (see more in this issue) and George and Helen Looman, in the midst of re-building a TR7, travelled in their Rover.



**Group talking TRs at their
Pelorus Bridge picnic**

Special acknowledgement must go to Alan Blackie who drove all the way from Collingwood for his brief couple of hours' stop-over. Almost three hours each way, and all for a measly picnic and the opportunity to meet his group-mates. That's huge dedication on Alan's part and his effort was appreciated.

The gathering somewhat resembled a swap-meet. Terry Watson arrived, giving away back issues from his cache of "TRaction" magazines, the UK equivalent of our

Inaugural get-together



"TRansmission". And Avril and I turned up with bags of surplus feijoas, free to a good home. How pleasing to see the sharing of picnic lunches, the making of new friendships and the swapping of TRiumph TRavails. And of seeing our group departing for home armed with the "goodies" on offer. And so, Avril and I departed for home too, armed with the confidence the Top-O'-The- South is in good heart.

IS WAKEFIELD THE TR7 CAPITAL OF NEW ZEALAND?

Well, **YES IT IS!!!** And the title's just been claimed by Wakefield member Jon Harrey with a little support from fellow TR7 enthusiast George Looman. They're prepared to rebuff any challenges head on. But a word of caution to pretenders to the title..... you'll need irrefutable facts and figures in order to wrest the honour away. Jon and George are keen to debate any claims. Read about their challenge elsewhere in this edition.

RESTORATION OF A TR4 IN THE EYES OF A WIFE!

And Varley Broadbridge has bravely submitted a delightful article from a garage widow's perspective. I detect a certain impatience while Leon tinkers away with the TR4. Varley no doubt longing to see the rebuild finished with the opportunity of getting their classic Triumph out on the road. I could easily sympathise with Varley, but I'm not prepared to take sides, lest I drive a wedge into the happy Broadbridge household. No doubt some of our lady members will relate to Varley's tale of woe. Track the story down and have a read, and see if I'm not right.

Cheers from the Top-O'-The South Group

Bill

Canterbury Tales...



I hope everyone has had the opportunity for some autumn driving after arriving home from the Nationals. My TR6 – poor thing – has not been out of the garage. Not all its fault mind you, I have this list of “other things” to do which gets longer every week. I replaced a noisy, belligerent fuel pump with a quieter, more amenable one at the roadside in Woodville. A very temporary affair which is only now being tidied up into a (hopefully) more reliable system. More on this in the next issue if I can get the job finished before then.

Meanwhile we have been out and about in the TR2, together with other group members. Monthly dinners are always very well attended and we convene at a variety of locations and partake in all sorts of ethnic and traditional fare. Fresh home from the Nationals in April we visited Baillies Wine bar and April saw us at Becks Southern Alehouse where, much to our chagrin, our favourite private room had been usurped by the local Rotary Club. Remind me to speak to the management next time.

Fourteen cars participated in a super run organised by Glenn and Sue Wilcock in May through the Three Gorges. No, not on the Yangtze, though that might be nice, but the three Canterbury gorges across the Ashley, Waimakariri and Rakaia rivers. Equally splendiferous but just a fraction smaller than the Chinese version. We warmed up with a stop in Oxford, always popular because of the good choice of cafes serving delicious coffee and cakes and there is usually a country market for those who arrive early enough.

After the run through the spectacular gorges and across the somewhat shaky bridges (I am sure they are safe but they always look very dodgy to me) we had lunch at the Blue Pub in Methven. If you are familiar with Methven you will know that the Blue Pub (that is both its name and its colour) caters mainly for visitors while the Brown Pub (also its name and colour)



stands glowering from across the road and is usually full of locals. We were joined at lunch by some Ashburton members who we were very pleased to see, even though one of them was driving an electric car. I wonder how long it will be before someone converts a TR6 to electric power! Now there's a project for you to ponder on.

Six TRs started in the annual Ashburton Classic run in May touring some country roads southwards to Coldstream. About 180 other cars, old and new, participated including many MX5s which were the featured marque for the event.

Also in May we dined at Corianders Indian restaurant in Christchurch, then in June we went to the Kanninga Thai in Kaiapoi for more Asian food.

I must finish by paying tribute to Robert Johnston who you will know passed away recently. He was a tireless worker on behalf of the Register for many years - always ready with helpful advice and prepared to use his time for the benefit of both individuals and the Register. He will be missed in many ways, and our thoughts go out to Stella.

Bryan and Carol



Ashburton Classic Rally



TR Register NZ Inc. National Weekend 2018 and Northland Tour.



Your organising committee, Jill and Warren Thomas, Raewyn and Brian Cannons, Jan and Malcolm Devereux, Tony and Liz Phillips, and Jeannette and John Rummery, welcomes you to join us and enjoy the sights, pleasures and history of the Mid North of Northland.

As an organising committee we were advised by previous weekend organisers and our esteemed national committee to set a programme that suited the location and which perhaps could give more time for social interaction, and, because of the distance the “average” TR will need to drive to get to Waitangi, a little less on driving. We set out to do just that but only time will tell how well we did! Many of you will have been to Waitangi/Northland before so we hope we have provided alternatives that will allow you to choose a programme of interest to you. You will note that the “weekend” is a day longer than usual.

Please use the information below to assist your completion of the Entry Form inserted in this edition of TRansmission.

Please note: All evening meals and the farewell/prize giving breakfast are covered in the entry fee, all breakfasts and all lunches except the Friday Bus Trip Lunch are at your own cost

WEDNESDAY 28th February 2018.

4.00pm: –Registration at Distinction Hotel, Riverside Drive, Whangarei.

We will have a registration desk manned at the Hotel from 4pm. If you arrive early you might like to sample a walk (40mins) around our Hatea Loop which goes right past your front door and which takes in the new Lift Bridge (Te Matau a Pohe) amongst other waterside attractions.

Distinction Hotel, 9 Riverside Drive, Whangarei.

[Reservations Attn Danielle Cave: \(+64\) 9 430 4080 OR
reservations@distinctionwhangarei.co.nz](mailto:reservations@distinctionwhangarei.co.nz)

6.30pm: Dinner at A'Fare Restaurant.

We are planning a “happy hour” before dinner at A'Fare which is on the water's edge almost opposite the Hotel but on the other side of the harbour. The cash bar will be manned from 5ish with dinner planned for 6:30 pm. The restaurant is only a 10-15 minute walk from the Hotel so you can all give your TR a well-deserved rest after the journey north.

THURSDAY 1 March 2018.

8.00am: All cars to be driven to the Town Basin.

9.00am: Concours, car display, and breakfast at the Town Basin.

We have borrowed the Canopy Bridge from the Whangarei District Council.

This will be used along with the adjacent car park for the Concours competition.

We also have permission to park our cars in the pedestrian forecourt of the Town Basin shopping complex. This will allow those not competing in the Concours to display their car while enjoying a tasty discounted Breakfast. The cars will be right in front of one of the various café's and within your sight.

10.30am: At the completion of the Concours/Town Basin Display we depart for Waitangi via your choice of the following three routes;
by SH14 and a tour of Packard & Pioneer Museum www.packardandpioneer.co.nz,
then by SH15 with lunch at The Old Parakao Store where your choice of food is steak, steak or steak. www.facebook.co>places,Whangarei,Northland,cafe ,
then by a scenic drive up through the centre of the island to Waitangi on sealed roads.

or the Old Russell Rd with lunch at Helena Bay Café.

www.galleryhelenabay.co.nz , a drive of about 2 hours over the tight twisty sealed road to Russell. Then take the car ferry at Opua to reach Waitangi (another 30-40 minutes) The lunch venue has a wonderful gallery with the work of local painters, sculptors and artists on display and for sale. Make sure you have a walk up the sculpture trail before you leave. Lunch will be as a group with a limited menu offered to expedite service.

or the direct route on SH1 with lunch where you choose. One possibility would be Kawakawa for a visit to the world famous Hundertwasser Toilets with lunch at the local Railway Station www.bayofislandsvintagerailway.org.nz

5.00pm latest: Check in at *Copthorne Bay of Islands, Tau Henare Drive, Waitangi, 0293.*

+64 9 402 7411 www.millenniumhotels.com

6.00pm: Meet at Copthorne wharf for an evening cruise.

We have an evening on the water planned with a Bay of Islands cruise right from the wharf at the Copthorne. The boat leaves at 6pm sharp, will have a cash bar for drinks and serve light Tapas style snacks to prevent malnutrition and an outbreak of scurvy during the voyage.

FRIDAY 2 March 2018.

8.00am: Board the bus for Cape Reinga. We have planned for you to enjoy a "non-driving" day courtesy of Great Sight's and a guided bus ride to the very northern tip of New Zealand. The trip includes a drive along 90 mile beach, a walk to the Lighthouse at Cape Reinga, sandboarding down the dunes at Te Pahi (if you are brave enough) and other significant tourist attractions. Lunch is included on the tour. This will take all day but we plan to return by 5-ish. You will pay a discounted price and the trip tailored to suit our times. www.dolphincruises.co.nz

6.30pm: Dinner/dance at Copthorne.

The evening dinner/dance will be held in the Waitaha Events Centre. A great duet called Toucan have been hired to entertain us and provide fabulous music with which to dance the night away.

SATURDAY 3 March 2018.

Again we have another “non-driving” day with a range of activities planned for the morning.

In the morning:

9.00am: For the ladies (probably, but not limited to) there are two local markets to explore (we really mean shop and spend!). A bus will take you to either the local farmers market in Paihia or to a more substantial market in Kerikeri.

www.theoldpackhousemarket.co.nz

For the blokes (probably, but not limited to) we are planning a “soon-to-be-famous” Copthorne Car Show. We have been given the grassed area beside the pool for this event. Watch later editions of this magazine for clues as to the planned activities, competitions and prizes offered.

In the afternoon:

Noon: Lunch will have the theme of a “pool party” to enable participants to mix and mingle, show off their market purchases, tell lies, and trade improbable stories. This will run until about 2pm and again we will be entertained by the music of Toucan.

2.00pm approx:

After lunch we will recombine for the Waitangi Experience. This will take about three hours and include a guided tour of the Treaty Grounds, the recently opened Waitangi Museum and a full cultural performance: www.waitangi.org.nz

6.00pm: Dinner will be in central Paihia at the Alongside Restaurant which is in an exquisite setting built on piles over the harbour. Transport to the restaurant will be by bus from the Copthorne.

SUNDAY 4 March 2018.

8.00am: Forum in the Waitaha Events Centre, followed by Breakfast/Prize Giving in The Treaty Room. An early start perhaps for some, hopefully we will be wrapped up by about 10:30 to allow departure for places south.

National Weekend Finishes.

AFTER TOUR ITINERARY.

After Tour Day 1: Sunday 4 March 2018.

1.00pm: Either;

Boat to Russell. Visit Pompallier House, historic Christ Church, Russell Museum, Hone Heke’s flagpole etc or just soak up the ambience at the Duke of Marlborough. Dinner at the Duke of Marlborough. Boat back to Paihia. OR

Drive to Kerikeri for Stone Store, Kororipo Pa http://kerikeri.co.nz/Kororipo_Pa.cfm, etc and spend the afternoon there.

After Tour Day 2: Monday 5 March 2018.

Morning: Visit Waimate North historic house and Church.

Lunch: – Horeke Tavern with local history talk by the publican.

Afternoon: Then to stay on sealed road, backtrack to SH1, on to Kohukohu, catch the ferry to Rawene then on to Opononi. Travel down the west coast, visit Tane Mahuta, maybe visit Tronson Kauri Park which is on a gravel road.

Overnight in Dargaville. Group dinner?

After Tour Day 3: Tuesday 6 March 2018.

A selection of activities:

Dargaville Lighthouse museum, www.dargavillemuseum.co.nz ,and/or,
Visit Kumara Box, www.kumerabox.co.nz ,then,
Travel to The Kauri Museum at Matakohe. www.kau.nz .

Lunch at The Kauri Museum.

Travel back to Whangarei via Paparoa, Waiotira and Maungakamea.

Dinner pub or local restaurant.

Overnight in Whangarei. Accommodation at the Distinction again? Dinner your choice?

After Tour Day 4: Wednesday 7 March 2018.

A choice of activities. If visiting the refinery then you will need to cut short other stops to meet the lunch booking time.

Visit Marsden Point Refinery Visitor's centre. www.refining.com/visitors (opens at 10am)

Travel to/through Waipu then to Mangawhai via the coast road with morning tea at Bennett's Chocolate Factory or Dune Café in Mangawhai.

www.bennettsofmangawhai.com

Drive to Matakana.

Lunch as a group at 1.30pm, venue yet to be set, maybe at The Riverside in Matakana.

After Tour finishes. Warkworth and SH1 are just 10mins away (depending on traffic!)

+++++

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.

Bill & Shirley Dalton	Napier	TR6
Mark Williams	Twizel	TR2
Peter and Chris Snelling	Havelock North	TR6
David Mackersey	Havelock North	TR5
Martin Thomas	Rotorua	TR6
Rodney & Kathy Martin	Gore	TR6

In the eyes of a wife

Restoration of a triumph TR4 in the eyes of a wife

June 2016, husband comes home and says I've found a classic car (something he's always talked about doing in later years), already with a Ford Kuga car, 6 berth motorhome, boat on trailer and quad bike, I pulled the tough love card - "something has to go".

He replied yes I thought of that and have a deal to trade in quad bike, boat and trailer plus \$. If it's what you want go for it, but it has to be your decision to give up fishing to go down classic car path. Two weeks later we had Triumph on trailer from Nelson closer to home into a friend's shed for stripping back and painting. 65kms from home, 9 weeks, 5days of week he travelled to and from car, ting, ting, ting RUC and diesel added to list. What was going to be a quick slap of paint turned out to be a complete strip back, primer etc. removed everything off car and stripped inside as well.

Finally brought it home on the hired trailer again, ting again (in case you don't know what ting means it's dollars to me). Started to put things back, the grill looks terrible against new paint, here we go ting ting ting again. I liken it to a bit of a cat and mouse game. Something goes on then comes off. Oh well no use putting scruffy, ripped, rotten carpets back on a beautiful paint job. Wheels off for painting, new dash top, new seat cushion upholstery, new carpet, new underlay etc ting, ting, ting.

I must tell you, on pick up I was informed by husband we will just do a quick paint job and then just drive it. "Funny boy".

This month – 11months since purchasing I go out to the shed thinking we are getting there but, oh no, now the gearbox cover has been removed and he's about to remove the gearbox to attend to an oil leak. Online I go for him ordering seals and gaskets and this and that ting, ting, ting here we go again.

Oh well looking on the bright side we must get there one day and as long as he is tinkering he's happy and I sort of am, just a bit more impatient as waiting to have a ride and at present it seems a long way away.

Varley Broadbridge

This is Jon Harrey's TR4, but Varley couldn't resist showing Leon what a rebuilt TR4 looks like



TR7 CAPITAL OF NZ

- WAKEFIELD

Nelson member Jon Harrey, who lives in the little village of Wakefield, has discovered that there are five TR7's within his immediate neighbourhood.

Jon claims that within a radius of 1 km from his home, not only are there five TR7's but also a TR4, a TR6 and a Stag! There are also rumours of another TR7 in Wakefield but this has yet to be sighted and confirmed.

Jon asks "can Wakefield rightfully lay claim to being the TR7 capital of NZ with the highest density of TR7's?"

Pictured is Jon with neighbour (and new member) George Looman with one of George's two TR7's. This one is awaiting restoration whilst George's other TR7 is in his garage and progressing well with the re-build after its recent strip and repaint.



TR MID-WINTER GATHERING

Thirteen hearty Triumph Roadsters converged at the edge of Lake Rotorua on the 10th June and were met with a stunning Winters day, a warm welcome from Rebecca and Rocky Fiske and the intention to have a wonderful few days spent touring, dining and generally enjoying all the Mid-Winter Run had to offer; we were not disappointed.



Given some of us only get to catch-up at these events there was much discussion to be had prior to being called together to receive our touring instructions and best wishes for our first drive of two over the course of the weekend. We headed off towards the Whirinaki Valley Road on route to the Wai-O-Tapu Mud Pools enjoying the scenery as we

travelled along. Out of respect to the distances some had travelled to get to Rotorua the drive was a mere 60 kilometres long and was without incident which is always a pleasing way to begin. The mud pools were very entertaining and other visitors to the site were also treated to a show of Triumph TR cars. There is something rather special when a cluster of Triumph Roadsters, or whatever a group of TRs are called, arrive en mass quite unexpectedly, collectively they never fail to attract welcome attention; the pride of the TR owners also tends to blossom.

Next stop was the café around the corner and an opportunity to sit back and relax with a coffee and cake before heading back to Rotorua in time for Happy Hour at the Distinction Hotel in Sala Street. After a quick rest, we headed out to socialise at the bar prior to being





called in to a private dining room for dinner. The buffet was superb and enjoyed in the company of newly formed and re-acquainted friendships. The Alpin hotel, where we all stayed, was a mere 80 metres up the road making it a very refreshing stroll back to rest up for the following day's events.

A crispness in the morning air greeted us as we gathered once again to receive instructions for the drive to the Taupo Motorsport Park; Bruce McLaren



racing track, now how cool was that going to be, three laps of the race track. The drive took us onto Settlers Road, through Reporoa and onto Broadlands Road, all very easy roads made even more pleasant by the early morning fog breaking into another stunning Rotorua day. It didn't take long before we assembled at the Racetrack and were invited upstairs to view the track to

get a lie of the land, or track in this case, so to say. The first lap was used to become familiar with the turns and straights, clear instructions were given on procedures for overtaking if necessary, safety and no overtaking the lap car.

The following two laps were about having fun and generally making the most of the opportunity to drive your car on a professional racing track; a real privilege and a massive thanks to Rocky and Rebecca for organising the treat.

All that was left was a quick drive into Taupo to celebrate the weekend over a very delicious brunch. Another car club was assembled at the same venue and low and behold there was a TR6 amongst the group; with good humour we were quick to tell the driver they should have been part of our group instead. Farewells were exchanged before we all parted ways and headed for home but not before a massive thank you to Rebecca and Rocky for all their efforts in putting together a most superb weekend; another great TR Mid-winter gathering.

Diane Parker – Waikato Wanderings Member



It seems that both cars and trucks are getting bigger



LUCAS FUEL INJECTION SERVICE for TR5 & 6

Injectors
Check valves
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Contact Dave Tong
thetongs@ihug.co.nz

Service provided in conjunction
with the TR Register

Rotorua Mid Winter Run – A Jaffa's Perspective

Well it started like most of our weekends away, organizing our two son's board for the weekend. We'll just drop the boys up the road and they can play in the coral with the other boys. Get their weekend mother to throw them some crackers and they will be as happy as. They'll sleep in the hutch with the rest of the boys, just fine! Now before you go calling any welfare group our boys are dogs, yes really they are; Sid and Johnny. Sid a miniature Schnauzer, and Johnny his half brother, a miniature Poodle/Schnauzer.

Enough of that, back home and the choice of which car to take, I looked at the weather and assessed what would be more appropriate to take, well it had to be the TR6 otherwise well, I do not know what fate would befall me.PHOTO



My wife as usual had seriously under estimated the luggage holding capacity of the boot of the TR6, we were only going away over night...not to deepest Africa. Some luggage rationalization was done. That's all I am saying on the matter.

Time to hit the road. Top down and the cool breeze in our face off we went, a good run through to Hamilton then on to Tirau, for a quick coffee and a bite to eat. I looked at my watch and thought we would be cutting it fine to meet Rocky and the gang at the Lake side meeting place at 1.00pm so I phoned ahead and told Rebecca of our position. Her reply they would wait for us till about 1.15 pm. So at break neck speed, or in laymans terms legal road speed (Yeah Right) we headed off to Rotorua. We got there after some close calls with police; luckily they were otherwise engaged in pursuit of some other unfortunates, and a brace of red lights. I mean to say how many light systems does one town need on its main drag?



We got to the meeting place to see a large crowd milling around and looking at us, bloody Aucklanders, trust them to be late.

The waiting masses were then summoned by Rocky's commanding voice as to where and how we were to undertake the afternoon run. Which was fine, and clearly spelt out. Notes were handed out and we proceeded out of the assembly area and on to Rotorua's main street.

This is where we encountered a phenomenon known as short phasing long wait red lights. I think the council and the local service stations are in league with one another.

Finally getting through these, we all head out on a scenic tour of the B touring roads, to Wiaotapu Thermal Wonderland. Great roads they were too, not a lot of traffic, some good long straights to take advantage of (which some did) and where did that little white lotus come from... and go to?

Most of us stayed in Indian file, a neat procession of graceful ladies tearing through the countryside. We assembled again at the mud pools then proceeded down to the café for coffee and scones, and a good place to catch up with some of the other people on the tour. We all then headed back to town and the Alpine Hotel at a leisurely pace...

Dinner was set down for the Distinction Hotel and what a great feed it was. We socialized with people and finally caught up with Graeme & Joy Thomas from Napier, who enquired after my



health after my untimely withdrawal from the National TR Meet earlier this year.

After dinner Rocky launched into some tricky general knowledge questions. Not a good idea, as nobody was thinking straight. It wasn't until he came up with a question of "which British car manufacturer first introduced fuel injection into a production car", that we finally had a person get one right. We all sloped off to bed ready for an early start the next morning.

Next morning dawned brisk and cold but fine. Some of us went up the road to get breakfast and petrol, while others made use of the thermal spa each unit had, Rocky said there would be little time for stopping on the morning jaunt to Bruce McLaren Race Track.



One hearty soul appeared from his unit in shorts, bare-feet, and a short sleeve shirt. "Good God man do you feel no pain, there is a frost?"

Rocky briefed the ten cars going on to Taupo on the driving conditions and issued us with instructions, and off into the mist we drove. Great straight roads and little traffic saw us down to the Taupo Race track in quick time. It may have been the mist or dear I say it a faulty navigator (brave man) But both Peter Parker and myself missed the entrance to the motor park. A quick U turn sorted that out.

At the Control Tower we got a commanding view of the track, and "race instructions". Nearly 3 laps, first slow, us a frost. sleeve shirt. Good g second with a bit more pace and permission to overtake. but do not overtake Rocky...

Off we went, on the second lap there was the horrible scream be side me, then I realized my audio Rev Counter (navigator) was going off.. so I slowed and was rapidly passed by the white Lotus again.

We all had a great time, and then it was cross-country to the Kefi at the Hub for brunch and good byes. Much discussion was had at brunch and the one thing that was obvious to all was, what a wonderful weekend we had, Thanks Rocky and Rebecca.

That said we head home following Peter as far as Tirau. On to home and pick up the boys. What a great weekend!

Dennis Greenman

Spare a Thought



They are here.....two bloody great boxes, 182kg, of TR parts were delivered to my doorstep this morning. (Including, I hope, my new gearbox – who’s a happy boy ??).

Quite a comprehensive order of Spares and Indent items again.

Indent – 140 items for 12 members

Spares – 250 items across 70 lines.

It will take me until mid-July to break the order down, notify indent recipients, get the spares in to stock and update all the records/pricing etc. In the meantime, please be patient with me if you are after parts and I’m a bit slow to respond.

Also, it had better not snow too much in the next couple of weeks ‘cos I could be tempted to go skiing instead.....or fit a new gearbox.

Cheers

Ian.

TRansactions

FOR SALE



Swallow Doretti Reg 584DHU.
\$65,000.

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

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

Cont'd next column

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
sueandbarrytervrit@clear.net.nz



TRansactions

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

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*are pleased
to let the world
(or those interested
in the TR world)
know .*

*Contact details are
shown in the directory
on P2.*

Cantab members at Becks Southern Alehouse in March



Top O' the South cars at Pelorus Bridge



Auckland June Pub Night - see Page 8

One Triumph leads to another.

The Triumph TR6 is one of those rare cars whose performance lives up to its appearance. And there's no disputing the fact that the TR6, with its new matt black front spoiler, is a most aggressive looking machine. Even when the TR6 is standing still, there's something in the way those big 185 x 15 red band radials straddle the road. And when that 2.5 litre ohv six cylinder engine fires into life, and the low growl comes rumbling from the twin exhausts, even the most hard-headed feel their adrenalin race a little faster.

It's a sports car with seemingly boundless energy. No matter how hard you push her,

the TR6 always seems to have lots more in reserve. Of course, it isn't the easiest car in the world to drive. But in the hands of a man who knows his way around the chicanes the TR6 responds magnificently, providing a very personal kind of satisfaction.

The Triumph TR6.

Ask your British Leyland dealer to show you all three Triumphs—TR6, GT6 and the new widetrack 1.5 litre Spitfire 1500. You'll find him listed in the Yellow Pages.



All Triumphs are backed by five British Leyland parts depots in Canada and a coast-to-coast dealer network.



Triumph