

TRansmission





Some Auckland TR display



2 Tables and 14 Top O' the South diners

The Waikato Team



TRAnsmiSSion

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FRONT COVER

**A cracker Spring photo
near Hastings
from the
Hawke's Bay team**

Opinions expressed and advice offered herein are not necessarily those of the TR Register New Zealand Incorporated or its members. Many thanks to kindred clubs for any use of their original material.

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TRanSport

Well – It seems like winter will never end!

Even though the whole country seems to have suffered the coldest, wettest winter on record, I do hope you have found time to do that essential maintenance or, even better, managed to sneak out for a run on those all-too-infrequent fine days.

In the last edition of TRansmission, you would have seen the details for the 2018 National Weekend. I do hope you have put the dates in your diary and are just about to fill out your registration form if you have not already done so.

The auction for the TR5 number plate was held last month. The bids were duly collected and taken by Alastair Keucke, our Secretary, and opened under the watchful eye of the local constabulary. The successful bidder was Robert Giboney – well done Robert. We look forward to seeing your TR5 suitably adorned.

My own car maintenance program has taken a bit of a back seat of late, what with two daughters who have both acquired houses in the past year, one of which is going thru an extensive refurbishment and the other just some TLC (the houses, not the daughters!) Both houses seem to require a lot of “Dad hours” for kitchen installation and general maintenance tasks – no surprises there, then.

My replacement gearbox arrived with the last indent order, but is still sitting on the floor of the garage waiting a bit of free time and burst of enthusiasm. I must admit, a winter break to Vietnam was also a very pleasant distraction. For a country about the same land mass as NZ, but with 90 million people and 45 million scooters, I was pleasantly surprised at the courtesy and tolerance drivers and scooter/motorbike riders showed to each other. Something for us to bear in mind, especially when we are out in our beloved TR's ?

Some Auckland drivers could also benefit from showing a little more courtesy and tolerance, a la Vietnam.

Ever the optimist, I'm now looking forward to a wonderful spring to compensate for the lousy winter, getting back on the road and plenty of top-down days.

Ian H.

On The Road in Vietnam

My observations of Driving and Road Rules in Vietnam.

- Centre Line – approximate distance between kerbs, no other function.
- Pedestrian Crossing – purely decoration.
- Scooter Parking – anywhere on a footpath. (this ensures pedestrians have to walk in the road)
- One-way street – “I’m only going one way.”
- Left Lane – for overtaking.
- Centre Lane – for overtaking.
- Right/Kerbside lane – for starting a “U” turn, disregard all other traffic.
- Overtaking on two lane highway – only to be started on a blind left-hand bend, or when another vehicle is coming towards you.

Traffic light rules for motorbikes and scooters:

- Green - I can go
- Amber - I can go
- Red - I can still go

Compliance

- Headlights – optional
- Indicators – superfluous
- Horn – mandatory, to be tested every few seconds.

Scooters are ubiquitous and immensely versatile. For the average family, they provide the same functionality as a trailer, ute, station wagon or 3 tonne truck! Observed on a single scooter:

- A family of four
- A single bed (upright between driver and pillion)
- 100+ chickens in cages
- 20+ piglets in cages
- 10x 20ltr containers of diesel
- 2m x 4m sheets of glass (laid flat on a hand cart – the cart handles lashed to the rear seat.)
- 2x 6m lengths of roofing tin.

And most bizarrely – a live water buffalo !! (Notice who is wearing the crash helmet.)

Ian H.



EDITORIAL TEAM

TALK

Welcome all.

It looks like you are all starting to get active again (TR-wise at least) with a number of group runs being profiled in the stories in this TRansmission. That's great to see. Thanks to those who have organised these Register activities around the country and to those who have shared them with our readers.

If you turn over, you'll see that we are producing a TR calendar again for 2018. Get your entries in no later than 15 November 2017 if you want to be in the process. This year, please tell us where the photo is taken, so we can note this on the calendar - thanks to several members who made the suggestion that we specify the beautiful locations our TRs get to visit (and be photographed) and the owners of the cars.

This issue, there's something a bit different starting on Page 26. We appreciate we are a TR Register and that there are separate clubs for Triumph Stags. But a member of the Deep South Group and regular attendee at runs and events is the very proud owner of a Stag and has written a very interesting story about the car's history. We thought it well worth sharing and hope you enjoy it.

Remember Nationals. On Pages 34-35, there's more information to inform and encourage you. Be there.

Cheers for now. Make the most of Spring.....

Stephen, Trevor, & Brian

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

CALENDAR PHOTO COMPETITION

Your photo as "Car of the Month"

PLUS a free calendar

Email photos to: editor@trregister.co.nz

by 15 November 2017

The calendar will be produced again for 2018 and provided to members at no charge. Thank you to your committee.

That means **we need you to send us your photos again, by 15 November 2017**. Winning entries will again receive an extra free calendar (and members' grateful thanks).

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

The photos need to be 2.5Mb or larger to print well. For each photo, please tell us where it's taken - for 2018 we plan to note the car owner and location on each month's photo.

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

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

Entries close on 15 November 2017.

NEW MEMBERS

Welcome to just one new member this period. We look forward to meeting you at the next social occasion or TR run and hope you enjoy your TR fellowship and assistance the Register offers.

Rob Taylor

Christchurch

Not a TR owner yet

Letter to members

Dear TR Register Members

Robert's death came as quite a shock to me because with his fierce determination and courage we thought he would be able to beat the cancer. However it was not to be. I cannot tell you how much comfort and support I took from the TR Register. To those members who went out of their way to contribute and make Robert's service such a very special celebration of his life, attended his funeral, sent cards and messages, and for the beautiful bouquet of flowers, a very big heartfelt thank you to you all.

A few weeks ago now I received a copy of the latest Transmission Magazine. I was overwhelmed by so much of its content, not only the eulogy by Peter Mence but the acknowledgements throughout the magazine of the involvement Robert had with the TR Register. I do wish he was here to read it.

Robert was always very passionate about anything he undertook, putting a great deal of time and effort into things that he thought worthwhile, the TR Register being one of them, and it would seem that many people appreciated this. But it was a two way street and our involvement with the TR Register over the years gave us the incentive and opportunity to travel throughout New Zealand and overseas where we have met so many wonderful people and had some amazing experiences. There is nothing like visiting places with the local folk, getting to know them and their territory rather than just being a tourist. We are very fortunate in that we have made so many good friends along the way.

Thank you to you all.

Regards

Stella McDonald

Waikato Wanderings



Greetings from the Waikato Group

Enough rain has fallen in Hamilton to break all records but it not enough to deter us in our endeavours to get out and about waving the TR flag. These two occasions have been recorded below by our members for your reading pleasure complete with photos to set the scene; the first occasion the sun shone brightly and the other was met by grey skies and rain but in the end, who cares, we were out and about in our cars and our enthusiasm was not dampened.

The last tea meeting was made more special with the welcome return of Kevin and Elizabeth who have been away tripping their way through Europe over the last three months.

So rain or shine we continue to find fellowship on a monthly basis whether it be in the pub or on the road.

Happy Motoring from the Waikato Group

Peter.P



It is now official; the NZ Met Service has declared 2017 as “The year it did not stop raining”. So far, the Waikato has had a years worth of rain in nine months. Still, this did not stop six TR's from meeting Sunday 27th August at Hamilton's Classic Car Museum.

Back roads led us past the Hamilton Zoo (the Giraffes seemed unimpressed) and to the village named twice Whatawhata, a quick left after the Waipa River bridge took us through the foothills of Mount Pirongia and past the local Limeworks. The Kaniwhaniwai Reserve seemed very popular with the locals as a starting point for bush walks on Mount Pirongia.

Rain caught up with us at the Alexandra Redoubt , one of the best preserved Earthworks Forts of the New Zealand wars. The last of the hoods went up before we retreated to the Five Stage Restaurant for lunch. Warmed and fed, we pressed on to a local collection of cars, which defines the expression “a Barnfinds”.

Rodney McDonald came out from under his tractor to open his shed. Inside were rows of English cars; Singer, Sunbeam, Riley, Jaguar, Daimler, Austin and yes, Triumph. Most of the cars were in original, unrestored condition with, I am sure, stories behind every one. A big thanks to Rodney for his hospitality and to Steve and Cazna Payne for organising a great outing.



Sunday the 30th July saw us meet at the usual spot, Cambridge Victoria Square, and thankfully it was one of the few days that the sun decided to shine for us, what a treat.

Our initial destination was the Putaruru Timber Museum in Lichfield and following true TR style we decided to take the long route. Before long we were meandering through the Arapuni Village on our way to meet our host at the museum for a presentation on the Timber industry in the Putaruru area. One of the many positives that come from these gatherings is they take us to places usually overlooked or driven past with the thought in mind that we must stop there one day. Today was the day to stop, listen and learn and this visit was not to disappoint.

The Museum consisted of some major players on the Men's Shed spectrum, containing more chainsaws than I have ever seen in one place, tools, heavy vehicles and just for good measure, a display of *Dactylanthus* and I wonder how many people know what they are? The common name is Wooden Rose and they were quite special because I for one never knew that a tree can produce flowers. Yet another example of never quite knowing what these TR adventures will throw your way.

There was an assortment of other buildings including an old school house, a chapel and a large dwelling that was in the process of being restored to a conference venue for the community.

We were all a little more knowledgeable when we eventually left and headed for Horahora Road which followed the Karapiro River down to SH1. It was on this road that another first was experienced; we were passed by an Audi V10 beast of a car which left Pete and me laughing and exclaiming "what was that!" My toes tingled for a good few moments, every panel on the TR was shaking and overall it was pretty cool. One of our members reacted by saying "when it passed me I thought, why am I driving this old classic, I want one of those!"

Next stop, The Boatshed Karapiro Restaurant for lunch; another first and I must go there one -day moments. We should all go there, seriously the food was really delicious and it ended up being the perfect venue to relax in the company of good friends and to set plans in motion that would enable us all to drive an Audi R8 V10 Plus!



I wonder where we are off to next in our faithful and reliable Triumph Roadsters?

Diane Parker



City of Sails Area Report

Hello to the faithful, the keepers of the marque, another quarter gone and the year fast heading to its closure, how does that happen so quickly once you reach this dizzying age?

Once again this quarter we have been fraught with bad weather, although we did manage within the period to have one reasonable out and about. More about that later

If you weren't aware previously July was a great month for TR's on the global scene, with the TR Register UK able to fly the flag for the marque following an invitation to supply cars for the Drivers Parade Lap at the British Grand Prix at Silverstone. With all models featuring, from the Jabekke record setting TR2, through the appropriately coloured BRG TR3 with Lewis Hamilton aboard, my favourite the French Blue TR6, to the Rally liveried TR7V8, it was fantastic to see our cars on the track and viewed by millions through the international television audience. You can read the story, see some photos, and a video at – <http://www.tr-register.co.uk/article/2017/07/0108/TR-Register>



July, August and September club pub nights were attended by the usual members, with the odd extra body thrown in to keep us on our toes! July was also a Partners Dinner which we enjoyed at the very British – Galbraith's Alehouse in Mt Eden during the recent Lions Rugby Tour, it was a shame the weather did not allow us to display our TR's for the visiting Lions supporters!

The movement of TR's seems to be a fluid thing at the moment with barely a week



**There's
something to
be said for the
great colours
that Triumph
used on TRs,
you think?**

going by that one isn't for sale on TradeMe or in a classic car magazine. I was recently contacted by the son of a TR7 FHC owner, looking for a home for the transplanted 2.0 litre engine and gearbox which had been replaced by a Toyota Soarer V8 and 5 speed box. Now that Blue TR7 is likely to be on sale during the summer and if anyone is interested contact me, and I'll give you the owners' details. I'd imagine the lightweight Toyota V8 would make this a very capable drive.

Back to that run I mentioned. The Auckland Triumph Car Club were attending the Waiau Pa Hop, on the Southside of the Manukau Harbour and I chose this as a good opportunity for Auckland members to get out and about. The Hop was a combined Hot Rod and Classic Car show on the shores of the Manukau and drew a large group of cars and fans. The day dawned fine and 5 TR6's and an XJS Jaguar assembled at the BP for coffee, chat, and a briefing of the day ahead. And Yes, the Jaguar owner also owns a TR6.

We waited for any further TR's to turn up but that was us, so off we set in glorious conditions for the 25 minute and 28km drive to Waiau Pa. Parked on an island close to the venue the TR's drew a number of admiring glances from fans of American Muscle Cars, and the odd British Car fan as well.

Following a stroll around the Hop we headed off to our lunch stop, Calendula Cottage at Glenbrook, and received the only shower of rain on the way, just enough to get a little wet, bugger. A nice lunch followed then we mustered for the next leg of the day, a 45 minute and 46km drive out to the Lighthouse at the top of the Awhitu Peninsula.

Once again the cars drew people to them while parked in the car park below the Lighthouse, with many taking photos away with them. And not to be outdone we also had a group photo taken with the TR's, and a nice photo it is (see next page).

While a little cool in the wind we all agreed it had been a great day out and was to be completed with a run of 1 hour 30 minutes and 108kms back to Auckland and home. With the first leg through some winding country roads it was a fun trip back to the built up motorway traffic and civilisation.

At a tad over 200kms on the day this was not as big as some runs being experienced throughout the TR Register, but it was more than enough for we Jaffas to enjoy, Thanks Everyone.

Next month sees Pub Night and the ever popular "Isadora Duncan Rally" on the first week of October, with Dennis Greenman taking charge of the organisation! We are working on a reprise of the Waikato Groups "Dambusters Run" for early November, and the AGM is also a feature of November. And the Pre-Christmas Breakfast Run will once again take place late in December. So that's three runs on the cards for the last quarter, not to be scoffed at.

We continue to look forward to the appearance of a number of TR's being restored, refurbished and readied for a return to the road, within the greater Auckland Group, and one anticipates at least some being ready for the February Concours d'Elegance and the end of month National Weekend in the Far North of NZ. I hope so!

That's about it for me, see some of you soon.

Happy MoTRing

Steve Martin

Right - a certain Group Leader shows off his selfie skills, with members of the Auckland Group atop the Awhitu Peninsula Lighthouse. The clothes highlight the fact it is the middle of winter. A little chill in the air.



Spare a Thought

Judging by the sudden surge in spares enquiries in the past couple of weeks, it seems the enforced winter hibernation has finally given way to an early start of the maintenance season.

Shocks, bushes, seals and filters seem to be the order of the day at moment.

Mag Wheel on Special.

When shuffling some boxes under the bench the other day, I came across a brand new mag wheel.

It is a 5 ½ J 15.

I recall it coming on indent as part of a set of 4, but this one has a drilling for conventional conical wheelnuts. (The others mags in the set had a drilling for a set of supplied wheel nuts.)



If you are interested in it, we would only be looking for \$50. Plus shipping, if any.

Cheers

Ian H.



Deep South Group

Spring has sprung and the Deep South is coming out of hibernation. Things have been very quiet down here since the last TRansmission publication. Some have taken the opportunity to do many of the running repairs that TRs seem to develop over the Summer months. Jane and I took the opportunity to replace the speedo cable and check out an oil leak at the back of the motor (one of many) that had got notably worse over the summer. Typical of an English car, you don't just take the old speedo cable out and replace it with a new one. You have to pull half the car to bits to fit the replacement! The oil leak is a job in progress, we have had plenty of advice but to date we are still working on it!

As in previous years the Deep South Group exhibited 5 cars at the annual Autospectacular Car Show. This year we had Henry and Belinda Vogel's racing Spitfire. This car has history and was raced quite heavily by Garry and Sue Tansey over several years. It was then put into storage, as a lot of these cars are, and it wasn't till Henry saw the car advertised for sale in a magazine that it saw the light of day again. Henry has been very busy working on the car over the last few months and we are all looking forward to seeing it back on the track in the near future.

Glyn Gaston also had his totally rebuilt Triumph Stag on show, a very nice car and a credit to Glyn. Keith (TR7) and Stephen (TR8) had their prize-winning TRs on show also. Out of this display we have added another Deep South member. One of those situations where someone comes along with the comment, "I've got one of those in my garage". After seeing the quality of Keith and Stephen's cars he left the show determined to get stuck in to his one and bring it up to the standard of the two cars on display. Trevor and Jane's TR4 topped off the display, perhaps it was relevant that in the display next to our one was an old tractor of the same vintage as the TR4!! The comment was made, perhaps we should welcome Fergy tractor owners to TR Register membership.

Our next outing is to the Wings and Wheels car show being held at the Alexandra Airport on the weekend of the annual Alexandra Blossom Festival. This will be a first for the Deep South Group and we are looking forward to catching up with the Central Otago members who will have several of their cars on display. Unfortunately, due to the early time frame the organizer set for having the cars in the grounds those coming from Dunedin will miss the dead line. Instead we will be attending as spectators.

Jane and Trevor



Two lovely old tractors



Not a TR, but related, and attracted a great deal of interest at Autospectacular Dunedin

Hawkes Bay Happenings...

It seems like Spring arrived suddenly and a little early this year. Usually the warm westerly winds are associated with October but this year they started at the end of August and our temperatures climbed into the low 20s – great TR weather so it was a rush to get the TR2 back together after some work on the gearbox top seals and gasket to endeavour to reduce some of the oil leaks. Thanks to Paul Stichbury for his very knowledgeable help with this exercise.



Our Club Nite in August was well patronised near the fire at The Station in Napier. The chat was stimulating including news of Roger and Dorothy Jopling's recent visit to the UK. Politics was avoided – there are so many better things to talk about. The pizzas were up to the usual standard as we like them with a thin crispy base.

September 17th was our official Spring Run with hopes that the weather of the preceding week would continue on Sunday. The morning started off with an overcast sky and cool wind as we met at The Chalk 'n' Cheese in Havelock North. 7 Triumph cars, newer members Pete & Chris Snelling (TR6) and Roger & Dorothy Jopling (TR3a), Ray & Carol Weir (TR7), Bruce Hislop (TR2), Steve & Maree Bevan (TR Stag), Joy & me (TR2) and a wonderful surprise visit from Gary & Heather Kingston plus Bailey the brown lab (TR6) who had "driven through wind and rain" from Taupo to enjoy some Hawke's Bay sunshine for the day. What is it about white cars? Of our seven cars five of them are white!! It made Peter & me feel a little more exclusive having the rare Damson & Green cars! A coffee and some chat then we set off for a drive to our lunch venue hoping for a Spring photo opportunity on the way.



This was found just outside

Hastings where a group of Flowering Cherries were in full bloom and as we arrived the clouds cleared which raised the temperature a good few degrees. We parked under them and took some photos which then attracted a group of Asians who also took lots of photos (as they do) of our Classic British cars.

We drove on through the Twyford area of Hastings which is renowned for their orchards and then out via Fernhill to Puketapu where we were booked in at the Tavern for lunch. A lovely lunch meal with lots of chat – it was amazing how quiet it went when the food arrived. A great day out as we enjoyed our favourite cars and people and marked the start of another TR Season. Thanks once again for making the effort to come along particularly Gary and Heather.

We look forward to some more wonderful outings and Club Nites ahead. If you are in the Bay, get in touch and join us.

Happy MoTRing

Graeme & Joy





Top O' The South

THE TOP O' THE SOUTH REPORT

Commiserations to all those who've suffered a long wet winter. We've endured more than our fair share. So much so, it's limited the opportunities for group outings. And the large territorial spread of members also limits regular meetings over a coffee, or an evening meal get-together, as enjoyed by other regions.

TINKERING WITH TRIUMPHS

While winter months put a dampener on things (literally), they've afforded an opportunity to administer some T.L.C. Leon Broadbridge is busy working on a gearbox issue. Varley tells me proudly Leon has the box back in the car again. Leon tells me it's sitting in the passenger footwell. Hmmmm.....? And George Looman is making good headway re-building his TR7. He has the engine and gearbox back in and is working on the electrics. It will be great having 2 more Top O' The South cars on the road.

I've been delving under the bonnet too, tracing the source of an intermittent miss that had become more and more troublesome. It had worsened to the point where the vehicle could no longer be relied on and there was concern that a trip would leave me stranded somewhere in no-man's-land.

A quick check of the electrical circuit confirmed all was well there. Suspicion pointed to the fuel system. One of the symptoms was that the car had become increasingly more difficult to start. Normally when cold, it would fire up quickly and on the first attempt. More recently when cold it would crank for a considerable time before firing. And always requiring several prolonged bursts of the starter before it would come to life. And, so the pattern remained. Once the engine started, it would continue to restart first attempt during the same day. Let it sit for a day or two, then it was back to prolonged cranking, and several attempts on the starter-motor.

Investigation showed a very slight fuel leak. It wasn't much, just a trace of fuel, a slight seepage past the hold-up bolt attaching the float chamber bridge to the under-body of the front carburettor. More interestingly, I discovered the float bowls, after sitting a day or two, would be completely empty of fuel. I wondered whether the pump diaphragm or pump valves were faulty, which, when combined with seepage around the float chamber hold-up bolt, would be enough to syphon fuel back from the carburettors.

A pump repair kit, and washers for the float chamber bridge, were imported and fitted. Success! Easier starting, no leakage around the hold-up



**Brent's Doretti attracting
admiring glances**



TR Register flag proudly flying

bolt, and no more problems with missing. And just in time. The next day was a charity car show. I'd celebrate by putting the car on display, doing my bit for a worthy cause.

VINTAGE CAR CLUB / CANCER SOCIETY FUNDRAISER.

As part of a national effort between Vintage Car Clubs and the Cancer Society, Marlborough Vintage Car Club marked 27th August with a charity car show. As with other initiatives held concurrently around the country, local proceeds were donated to the Cancer Society I put the 3A on display, parking it under the protective mantle of the TR Register banner. I found a Triumph Spitfire to park beside. Brent was there with his Doretti. Unfortunately we became separated early on and the Doretti parked elsewhere. We were within waving distance but I missed the company of the Doretti and its ability to help promote our auspicious organisation.

Top O' The South members Leon and Varley Broadbridge were present. Leon checking out the vehicles on display (of course), and Varley helping in the preparation of lunches and refreshments. Terry Watson was there too. He'd left the TR6 at home and was displaying his vintage car.

HEADING TO HAVELOCK.

Initially, plans were to visit St Arnaud / Nelson Lakes on Sept 24th, enjoy a lunch stop at Clinker Cafe, spend time sightseeing, then commence the homeward run. It wasn't to be. The electricity supply company decided, late in the piece, that on the 24th they would disconnect power to the region and carry out necessary maintenance. Cafés advised they'd be forced to close. Our plan was abandoned. We opted instead to visit Havelock. We'll try for St Arnaud later in the year.

Thankfully, after the previous week of persistent rain, a couple of earthquakes, thunder and lightning and hail storms, Sept 24th dawned fine, calm and sunny. Seven cars and 14 members descended on Havelock. Avril

and me from Picton, Brent and Helen from Waikawa, Terry and Janice from Blenheim. And from Nelson, Jon and Cheryl, George and Helen, and Andy and Denise. Dave North from Nelson and Alan Blackie from Collingwood both had obligations elsewhere and offered apologies.

What an enjoyable couple of hours we had, chatting, eating and relaxing outdoors. And it was great bringing the group together again, our first outing since May's Pelorus Bridge. We dined alfresco in a most agreeable setting and in bright sunshine. The venue was an old establishment but recently upgraded, given a new lease on life as "The Captain's Daughter". A great experience, nice surroundings and superb service

Alas, too soon it was time to head home. But before we departed there was keen talk of another outing and I must acknowledge the support and appreciation shown by the Top O' The South members. It makes the Group Leader's efforts well worthwhile.

Cheers from Top O' The South.

Bill



"The Captain's Daughter"

Bay of Plenty Travellers

WAIHI BEACH OUTING

Three cheers for the passing of last Winter as we begin to head into Spring! We have endured one of the wettest Winters on record so some warm, finer days are really welcome.

A few of our local group dusted off their cars and fired up their TR's for a run to the RSA Restaurant at Waihi Beach for lunch on the 20th August. By coincidence, the Sunbeam Car Club had booked in at the same venue, so we ended up having a chat to at least three of their number two of which are Waikato TR members, and one from our own ranks who has a Sunbeam as well as a TR5.

Prior to leaving for the beach our group had called into our place for a chat and coffee and tea, plus the usual scone or two.

Lunch at the RSA is always good, and continues to be a popular venue for car clubs with plenty of off street parking and exceptional views out to sea.

We are due for an evening out as a group on the 20th September and our intention is to change the venue from the local pub to the Coffee Club in Bethlehem. There, we hope to be able to hear one another speak without competing over the sounds of raucous din and heavy music!

We are planning a drive up to Whangamata early October to meet up with many other British cars and their owners as well as Waikato and Auckland TR members at "Brits at the Beach".

Here's to happy motoring over the next few weeks as the weather improves.

Ian and Elizabeth

Below is a re-print of last edition's mention of Ian's new TR4A, which now features on the inside rear cover

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.

Canterbury Tales...



Winter is often a quiet time for car events, and a large number of us like to take a trip overseas looking for some sunshine and warmth, me included. However we did manage to get the wheels turning once or twice in the last three months.

In July we had a good turnout to the Lone Star Restaurant in Riccarton, a place we haven't visited before. It always amazes me how much noise a couple of dozen car enthusiasts can make when let loose in a bar and restaurant. Word must be spreading about us around town because we often get put in a private room. Great idea, otherwise we would probably send the other guests packing as they wouldn't be able to hear themselves think.

Also in July, 8 cars made a weekend trip to Hanmer Springs for a dip in the pools. The icy cold air combined with hot sulphurous water doesn't make us any quieter, but nobody seemed to mind in the beautiful outdoor setting on a lazy Saturday afternoon and magic views of snow capped peaks. Overnight was very cold, 8 degrees below according to some and a thick layer of white frost on the cars in the morning. Everyone seemed to have remembered to top up the antifreeze, but I do recall one car (Glenn's) protesting when the ignition key was turned. Naturally several amateur mechanics gathered round and their combined hands-in-pockets advice together with an electron transfusion coaxed it into life. We all invaded Jeremy Foate's bach in the town for morning coffee and fresh scones before heading home via a lunch stop at Cheviot.

In August we were away in Australia so we persuaded John and Denise to arrange a dinner, this time at Monteiths brewery in Avonhead. It was well attended and we hear everyone had a great evening.

Before going over to Australia I finally got the TR6 back on the road after fiddling around with the fuel system following a pump failure returning from the 2017 Nationals. I have written up my experiences in a separate note which PI drivers might be interested in reading somewhere else in this issue.

Spring is just around the corner so get the TR out of the garage, put the hood down and enjoy it.

Bryan and Carol



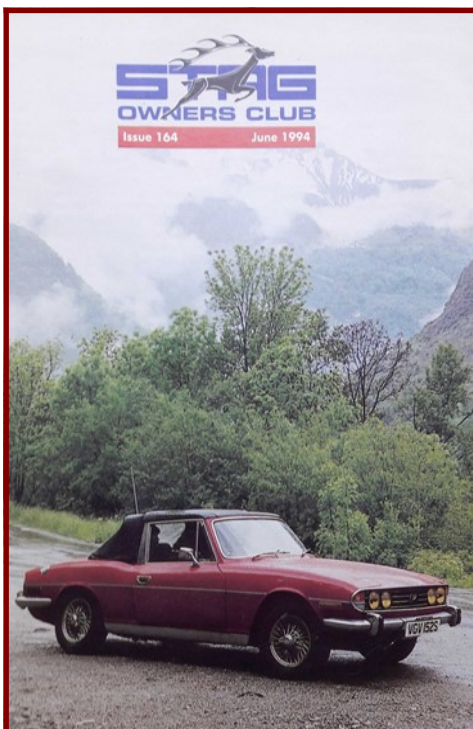
Evening festivities at Hanmer Springs

Dinner at the Lone Star



From Swiss Alps to Southern Alps

- A Journey of 25 Years



**Cover of SOC Magazine June 1994
Stag in the Swiss Alps - June 1991**



**25 years later – The Stag in the
Southern Alps – October 2016**

"I've found you a car – but it's a Stag , not a TR6..."

I'd had a bad start to the year, so my brother Colin's news was good to hear. I had been considering buying a TR6 for a couple of years, but couldn't find a good one at a sensible price.

"You might remember this one - it's dark red with wire wheels. Imported from the UK. I restored it for the owner - all new panels - it was in my workshop about 10 years ago, and it's still in beautiful condition".

The news just got better.

"I'd love to see it" I said "but I won't be able to drive it yet... "

I had just left hospital, having survived a serious tractor accident. I now had sight in one eye, and was not yet cleared to drive.

"...let's contact the owner and I can take a look".

The Stag was fabulous.... It had been my dream car in the 1970's when I owned a 1969 Triumph 2000 Mk1. And this was what I was looking for – I needed some motivation to continue the healing and to really get better!

Sue had owned the Stag for a few years, and it had been her daily runner. She loved it, and wanted it to go to a good home. She offered to let us drive it over the Easter break, and we readily agreed. My partner did nearly all of the driving. - but I had a short test drive at a very sedate speed on a private road. At one stage there were a few moments of drama when a heater hose blew, requiring on-the-spot improvised repairs. Still, it drove like new. Indeed the receipts showed that it had only done 7000 miles since a full rebuild.

Bought! (Despite my only driving it for 2 miles!)

With the car came boxes of documents – including a large diary, two large folders of receipts (from 1989 to present day), and a huge collection of UK Stag Owners Club magazines from the 1980's and early 1990's. Sue had pointed out a picture on the cover of the June 1994 Stag Owners Club magazine - there was our Stag in the Swiss Alps. The number plate was VGV152S – the same as the records and it also matched the window etchings for our one. Sue said she had really wanted to replicate that photo with a picture of the Stag taken in the Southern Alps of NZ. Perhaps I would find the time...?

I started reading the diary as I sorted through the records. It was written by M Slade of Bagshot, Surrey> He wrote that he had bought the Stag on 27/8/89.

“...from P V Watkins of Suffolk, with 66,522 miles on the clock”.

His first entry reads:

“Driven back to Bagshot – not exceeding 70mph/3000rpm. Distance = 183 miles. Oil pressure @ tick-over (700rpm) ~ 16psi. Oil Pressure @3000rpm ~ 40psi. No problems, no overheating. Temp Gauge always ~ ½ way. Rear offside wheel nuts came loose!”.

The diary came complete with a series of photos, documenting the work done. This owner obviously loved the car. He had kept meticulous records and had spent a lot of money on it.

Towards the end of the diary I came across this narrative (which I have edited), with a number of photos:

“HOLIDAY – ITALY 1991 Monday 3/6/91 – Monday 17/6/91”

“Drove the Stag to Dover, crossed the channel by Hovercraft, and then drove through France and crossed the Alps. The scenic route was selected by the AA to avoid motorways and to include some exciting alpine passes to test the car. We stopped overnight at pre-booked hotels at St Quentin, Langres, Voiron, Guillestre, and San Remo, arriving at Cinquale near Marina Di Massa on Saturday 8/6/91...”

“... Weather was rainy on the journey except for one sunny day when we had the hood up. The car was fully loaded with two adults and two children and all storage space in the boot under and around the spare wheel and in the hood storage compartment occupied.

The engine behaved perfectly. The temperature was stable at just under 50%... ... we filled up once/day with Super – about 8-9 gallons/day. Fuel consumption therefore averaged 24 MPG...”

“...Problems;

Only one! The speedometer failed first day at 67663 Miles (suspected cable failure).”

*"Pleased with the performance of the car. Pity about the driver.
Two minor collisions with the gate posts at our villa. Dented the front offside wing
and scratched the rear n/s..."*

*"...Review:
I found the Stag very easy to drive. Its high torque at low revs allowed overdrive
to be engaged for most of the mileage which we cruised at between 2000 and 2500
rpm, limited only by the wind on the children in the back when the hood was down. Up
mountains little gear changing was required as 3rd and overdrive 3rd coped with most
gradients, and the power steering made steering effortless."*

So here was the diary of the holiday, and a collection of photos pasted into the diary – including the one which had also appeared on the Stag Owners Club Magazine.

I read on through to the final pages...

The last two diary entries are:

11 June 94

"My Stag is on the front of this month's SOC Magazine!"

Sun 12 July 94

*"London to Brighton Classic Car Run with Stephen navigating. Lovely warm
sunny day. No problems."*

On the next page someone has posted a sticker

*"Deliver to:
Kiwi Breeze
Lyttelton"*

He must have decided to sell the Stag.

Comprehensive receipts detail the history from this time. It appears that it was bought by expats living in UK, who brought it back to Auckland with them. In the mid-1990's it was sold to a Dunedin man who restored it, then sold it to Sue... Now we were the lucky owners.

But there is a further chapter to finish this story – 25 years later.

The Deep South TR Group held a run to Milford Sound on 9th October 2016. We are fortunate in that all Triumphs are welcome on these runs, and of course we participated.

The day was perfect, and the Stag didn't miss a beat. Imagine this ... topless of course... on a brilliant piece of road with a fabulous Triumph Stag... the V8 twin exhaust note throbbing back from the mountain walls as we passed... with some of the best scenery in the world to look up at!

There were so many photo opportunities on this run, but I was looking for a particular location for this photo. The Stag in the Southern Alps... to match the Stag in the "Northern" Alps. Did I get it? Here is the original 1991 photo, and the 2016 photo... 25 years later and on the other side of the world.

What better motivation to heal than buying a beautiful Triumph? I love the Stag, and wouldn't trade it.

I can't help it! Here are a few more pix from this run just to show you how great the day was.

Trevor Deaker



2



3



1. Looking back towards Milford

2. Morning at Lake Te Anau

3. TR team at Homer Tunnel

4. Heading towards Mt Talbot

4



Wellington Wafflings...

I don't know about elsewhere in the country, but here in Wellington we've had a good winter for sitting in front of the fire and planning what we'll do when it gets warm enough to go out into the garage.

Fortunately, my TR hasn't been in any need of attention since May and this means I have been able to enjoy it on the occasional clear fine days that the capital always turns on during the coldest months.

13 August was almost one of those days. It started out well enough for me to cruise down to Miramar wharf in the morning for the Wellington TR group's tour of the NIWA research ship Tangaroa.

This was arranged by our very own Doug Monks, who not only is lucky enough to own a TR7, but is also one of the Tangaroa's Captains. That means that when he is not using the TR to transport trees home from the garden centre (who says open topped cars aren't practical?!) he is taking ocean cruises to popular tourist destinations such as the Great South Basin and the Kermadec Trench.

The Tangaroa started life back in 1991 as a purpose-built fisheries research vessel, which is why it looks a lot like a big deep sea trawler. These days, however, it is used for a much wider range of scientific research covering everything you can think of that might be found in the ocean, as well as on the ocean floor and underneath it. At the time of writing, the NIWA website tells me it is out in the Pacific on its way to replace equipment on a tsunami warning buoy located 1185km north-east of Auckland. It has also recently carried out a survey of effects of the Kaikoura earthquakes on the seabed off the Kaikoura coast.

To carry out its work the Tangaroa is fitted with an impressive array of high tech equipment. One example is the ship's Dynamic Positioning System, which can be used to keep it completely stationary, or make it follow a precise course in relation to the seabed.

Gear like this means that navigating the Tangaroa doesn't bear much resemblance to what you've all seen in 'Pirates of the Caribbean'. It was a good thing we had Doug with us to show us what was what on the bridge. Otherwise I might have missed spotting the ship's wheel, which looks



more like something you'd use to play a car race game on the play station. And instead of the traditional compass and sextant there are computer screens showing the precise location of the ship and everything else in the vicinity.

The bridge still has windows on the real world. This gave us a good view of the rapidly deteriorating weather. It turned out to have been a good idea to have parked the TR on the wharf with the top up, and it would have been an even better idea to put both sidescreens on, given that the rain arrived in a horizontal direction rather than the more traditional vertical. Fortunately, one carries around a good supply of old tea towels for just such occasions, and the rain had stopped by the time our tour finished and we adjourned to the nearby Chocolate Fish café for lunch. After lunch (decent food, sketchy service), I was able to take the top down and get home before it rained again.

All in all, it was a very successful day out and our thanks go to Doug for giving us a unique opportunity to get a close up look at one of the NZ taxpayers' prime assets.

If you would like to find out more about the Tangaroa and the work it does I recommend a visit to the NIWA website (niwa.co.nz) and a search on YouTube.

Coming Events

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

Lake Ferry Excursion: Saturday 9 December. The usual annual event organised by the Sunbeam Car Club and open to all classic vehicles. Meet at the Fell Museum in Featherston at 11am for an 11.30 departure to Lake Ferry.

The hotel at Lake Ferry will be open and should have food available, or you can bring your own picnic lunch.

Johnathan





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



NATIONAL WEEKEND – WAITANGI. Wednesday 28th February to Sunday 4th March 2018

This is reminder that that the sights and scenes of Northland are busy getting ready for the Triumph Onslaught. As I write this article the “Battle for the North” is being fought across three electorates with an almost constant ebb and flow of politicians passing through casting various lollies and all sorts of other sweets (in the guise of promises) to their long suffering voters.

The news to report best fits neatly into two categories: Good News and Not-So-Good News.

First the Good News.

The Hundertwasser and Wairau Maori Art Centre is now fully funded. This means that you now will not be asked for a donation as you pass through Whangarei! There is a small test structure in the Town Basin called Te Kakano (the seed) for you to admire during the concour on the canopy bridge. Your visit to the museum will have to wait for another trip.

The other important element of the news is that we have ordered a special summer. In order for this to eventuate we are having all the rain and bad weather now to sort of clear the decks and make this possible. We felt as an organising committee it was our duty to make this sacrifice.

On top of this the mayor is booked to kick off our event so please polish your dancing shoes and remember **Tops Down is the Theme!!!**

Second the Not-So-Good News.

We have planned both the event and the After Tour to pass through the electorate of Winston Peters. We appreciate the risks involved, including him perhaps even not even being there for our rally. As he, along with other candidates, now know there are great driving roads in the North, a large portion which need sealing to cope with the additional logging truck traffic. Unfortunately this work is unlikely to be completed before your visit.

You will also have to cope with the missing 10 twin lane bridges promised at the last by-election. We are still waiting for those new bridges as well. Fortunately, most Triumphs have a narrow track to suit one-way bridges, and operational brakes to deploy when confronted with approaching traffic on a single lane bridge.

We are also very worried about the possible imposition of a “Triumph Tax” in the form of a “labour inspired” capital gains tax. Rest assured that we have a contingency plan to fabricate a range of “Skoda” badges at very short notice to circumvent the problem. Perhaps the lawyers in the group could commence preparing arguments about how all the major motor manufacturers have undertaken “badge engineering” for many years and that it is a normal tax avoidance business practice.

We have a number of restrictions to work around for the Concours this year. Having an early indication of numbers for each class will be of great assistance with the event planning. Can you please make sure that you advise us with your entry form if you are planning to enter your car.

So, that should be all the encouragement you need to get those entries flowing. We have the weather, sights and activities all booked for a memorable long weekend, please come and join us.

After Tour.

We now have two guest speakers arranged to enlighten you about the long and colourful early history of two special localities here in the North (The Hokianga and The West Coast), both of which were central to NZ’s earliest settlements and we know you will find them absorbingly captivating.

The roads we have chosen for you are the best we can provide up here (well, in truth they are the only roads that will take you where we want you to go as we don’t have that many), but we know they will provide both a scenic route for the navigator and a driver’s route for the driver.

Accommodation in Dargaville (Day 2) has now been sorted, we suggest you book into the Parkview Motel, (Matt & Clara), 36 Carrington St, Dargaville www.parkviewmotel.co.nz 09 439 8338, 19 rooms with rates ranging from \$125 to \$140 incl GST and big enough to cope with the entire group.

The Matakana lunch stop locality has also been chosen and offers a range of delightful treats appropriate to such a fine group of motoring enthusiasts as we know you will be!

Finally, when you make your booking for the first night of the long weekend in Whangarei remember to also book for Day 3 (Tuesday) of the After Tour which returns to Whangarei that night, quote ID 35725. Remember too, to book the additional night (Day 1, Sunday) at the Copthorne in Waitangi. We hope you have the time to partake in this journey.

Tech bits and pieces

THE PI FUEL SYSTEM

Some observations and experiences. Bryan Thomas

Some years ago I fitted an upgrade pump from Rimmers to my TR6. Rimmers go to great lengths to explain the advantages of the Bosch pump, but the one they sell is described as a “Bosch type” pump. It worked fine until about two years ago when a whining noise started which gradually got worse. During the 2017 Nationals the engine started an occasional miss, each time accompanied by a momentary change in the noise from the pump. The pump became extremely hot and my efforts with ventilation and wet towels didn’t help much. During the journey home the engine cut out entirely a couple of times, but I fitted a spare and the problem immediately went away.

Once home I found no fault with the pump or filter except that the commutator was deeply eroded which would indicate excessive current. It had been necessary to destroy the motor in the process of opening it up so I couldn’t measure the current consumption when under load, which made it difficult to determine the cause of the problem.

Someone had tried to obliterate the makers’ marks on the pump, presumably Rimmers do not want us to know where they come from. I am fairly certain it is a Sytec Hi979 as the photographs show. It should work fine in a TR6 even though it is designed for cars running at lower pressure and higher fuel flow.

This got me thinking; what are the fuel requirements of a TR6?

Firstly pressure. The injectors require fuel at above 50psi to ensure that they produce a very fine, even spray at a rate sufficient to supply the needs of the engine. There is some loss of pressure in the pipes and valves, and Lucas specified that the pump should produce about 100psi to give a good margin. If you are not driving flat out then a TR6 will probably run quite happily with a pump pressure somewhat below 100psi, but then we do not want it to cough and splutter when overtaking up a hill so 100 psi it is.

Flow rate. A correctly adjusted fuel distributor unit will deliver 42 microlitres to each cylinder each time it fires when the throttle is wide open. You can calculate that at 6000 rpm the engine requires about 45 Litres per hour which at standard gearing would give you 13mpg at 130mph top gear no o/d (if you can go that fast) and excuse me for mixing imperial and metric units.

The pressure relief valve is there to maintain the required pressure and return excess fuel to the tank without undue restriction. Note that Rimmers recommends a different relief valve when the Sytec pump is fitted, presumably because of its higher flow rate.

The Sytec pump is capable of supplying more than 180litres/hour at 100 psi and would require about 13 amps at 12 volts according to the manufacturers figures. After re-fitting my Sytec pump behind the left rear wheel I measured the pressure and flow returning to the tank from the relief valve with both the old and new type relief valves and with the engine stationary.

Old relief valve	90 psi 103 litres/hour	10.4 volts	10.5 amps
New relief valve	88 psi 106 litres/hour	10.4 volts	10.5amps

I assume that my pressure gauge is reading somewhat low.

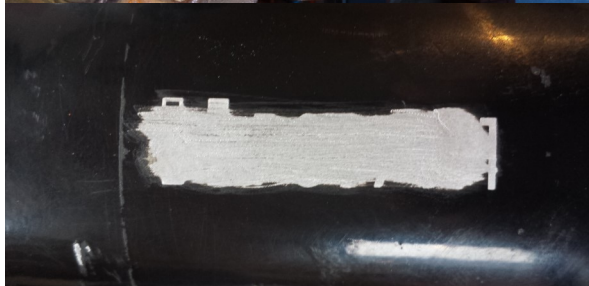
This measured flow rate is more than adequate for a TR6 and well within the design specifications of the pump, which leaves unanswered the question of why the first pump failed? Meanwhile I am waiting for the next pump failure!

Bryan



Left - the pump fits neatly behind the rear wheel

Below - the obliterated marks on my pump together with a new Sytec pump



TRansactions



FOR SALE 1966 TR4A

Imported from the UK in 1975, present health status means it is time to give someone else the opportunity.

Has yet to clock up 5000 miles since a total ground up restoration which included new sleeves and pistons (now 2.2Lit), electric radiator fan, 3rd and 4th gear overdrive, balanced flywheel, a modified camshaft (not too lumpy), an oil cooler radiator, a spin on oil filter conversion, a free flow exhaust system and an electric fuel pump.

This rag top model is in excellent condition. On wire wheels (185/15 new) has new black upholstery and a new powder blue paint job which not only turn heads but sets the vehicle apart from others.

For reluctant sale, located in Rangiora.

Price \$45000

Robin Leech
rleech@xtra.co.nz
03 313 9589

TR Spares (Mostly Used)

TR3

Set of four Hub caps, good condition
One new soft top, including fastenings
(to be fitted to suit buyers car)

TR4

Two SU carbs and manifold

TR6

Boot rack, crome bolt on type.

Front brakes

(discs, calipers, linings) x2.

Rear brakes (back plates, shoes, linings, drums) x2.

Aluminium finned rear brake drums (barely used) x2.

Rear lever arm shock absorbers x2.

Fuel injector metering unit, with nozzles and lines filter assembly

and elec pump.

Exhaust collector and short twin pipe collector.

All above in good condition.

Prefer to sell TR6 brake assys as full front and rear sets.

Offers welcome

Contact Tom Mulqueen

tommulqueen407@gmail.com

03 442 8177 or 027 515 0407



FOR SALE 1981 TR 7

Soft top, British Racing Green.

Won modified TR 7/8 section
Concours d' Elegance at Dunedin Nationals
2016.

Phone Alan Parks

03 2048689

for further details.

TR NATIONALS NORTHLAND 2018



TRIUMPH



WHANGAREI		PAIHIA		
Wed Feb 28th	Thursday Mar 1st	Friday Mar 2nd	Saturday Mar 3rd	Sunday Mar 4th
Happy Hour Dinner at A'fare in Town Basin	Concours on Canopy Bridge Packard Museum Dinner Cruise in Bay of islands	Bus trip to Cape Reinga via 90 Mile Beach Dinner/Dance at Cophorne Waitangi	Markets/Shopping Poolside Party Lunch Waitangi Experience Dinner at Alongside Restaurant	Forum Breakfast Presentations and Awards Ceremony



Ian Macpherson's new TR4A - see P23



amour... beaux jours **triumph**

lubrifié par

Il fait beau, il fait bon rouler en TRIUMPH : la voiture des TR4... saisons !!! Sur la toujours nouvelle TR4 A, vous aimerez la suspension étonnante de confort et de tenue de route (4 roues indépendantes à bras tirés, la mécanique à l'irrésistible brio). (Overdrive sur 2^e, 3^e et 4^e sur demande). Au premier rayon de soleil, vous décapoterez en quelques secondes et vous goûterez les joies de la conduite sportive au grand air. Offrez-vous la joie de posséder cette séduisante TR4 A, la TR4 A à laquelle on ne résiste pas: 114 chevaux pour 17.950 F + TL.

TRIUMPH :

114, rue Cardinet - 227.06.60 et 267.35.10

144, Champs-Élysées - 225.62.25 et 26

229, bd Raspail - 033.64.31 et 326.02.20

180 concessionnaires dans toute la France.

