



TRansmission



#173 December

Official Magazine of TR Register of NZ



Mmm.....Deep South end of year run



Auckland line-up - see P10

TRAnsmiSSion

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FRONT COVER

**The Waikato Group at
Chris Empson's farm.
One of the great photos
in the 2018 calendar,
with this edition**

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

Given that we are owners of British cars, the weather plays a significant part in how we enjoy them (and how wet we get), regardless of convertible or fixed top. This past year has thrown up some real weather challenges, with each half of the country alternately claiming bragging rights for wettest, windiest or coldest. Let's hope that the weather settles down now so the battle can be for hottest and sunniest, then we can all enjoy the next few months - top down.

My first year as President ticked over at the AGM in early November and it has been a fantastic year that has passed quickly. My thanks go out to those that attended the AGM and to the committee members as well as those outside committee who have enthusiastically kept the Register's "motor" running over the past 12 months.

I am pleased to say that the whole of last year's committee have chosen to stand for another year, plus we will have the pleasure of Stephanie Booth joining us as a new committee member.

Stephanie has been instrumental in pulling together our award winning stand displays at Ellerslie Concours over the past few years, plus she is half the duo overseeing the development our new Web site.

Ian Ramage has been a committee member for the past 12 months and is not only the other half of the Web site development duo, but, has bravely put up his hand as Webmaster. Thanks to both for you for all your efforts.

And as for the website.....watch this space !!

Well, it's only a few more sleeps until Christmas....then its New Year....then its National Weekend 2018. Have you booked your place yet?

Here's wishing you all the very best for the festive season – I hope to see you at some time in the New Year.

Now, where did I put that list for Santa?

Happy moTRing.

Ian.



EDITORIAL TEAM

TALK

This is your Christmas edition and by the time you receive Transmission it will be very near to the big day. We hope you have a lovely Christmas with family and friends, perhaps including some fellow TR owners.

Unfortunately, it will be a sad Christmas for the families of two members who have died in recent months. There are obituaries from the respective group leaders for each of Wayne Jerard from Canterbury and Ken Harrex from the Deep South in this magazine. Our thoughts go out to their families.

You will receive with this edition your 2018 TR calendar. As always, thanks to those who contributed photos for the calendar - your extra free calendar is also enclosed. We have picked up on member suggestions and for the first time included in the calendar the names of who provided the photos and where the photo is taken. If you like the look of the location, hopefully it provides an inspiration to jump in your TR and head there!



Thanks to Grant Burgess for penning the story about Trick6 which starts on the next page. It's great to read about the background and history of members cars (and lives) and that only happens when someone puts the effort in to provide the material and photos. Cheers Grant.

We will sign off now for 2017. Merry Christmas and all the best wishes for 2018.

Stephen, Trevor, & Brian

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

Trick6

I bought the car in London in 1982 whilst doing my OE, I had always wanted one, so took the plunge, and bought a car that needed work almost straight away. The test drive was around the streets of Victoria station and a week later the ownership transfer in Tulse Hill South London. I didn't know that it needed work, but that was one of the little things you learn along the way. It ran rough and had a clonking diff, the diff was easy to sort, the PI would work out to be a journey. The car was getting 15mpg and was as cammy as hell and really quite difficult to live with.

The London TR Register said 'take it to this bloke in North London, Tony Levack,' and then get back to us, as we haven't used him as yet and want to know what he is like. This guy Tony levack was one of the original "Lucas PI" people. He worked on the car for three and a half hours, charged me 95 pounds (I still have the receipt in the archives somewhere) and then gave me back a car with a much different character that would do 24mpg in town and 32mpg on the open road.

It was at this time that I met my 'wife to be, Kate,' whilst on a contract at Lloyds Bank Int. We shared a love of cars, but she was hard to catch, namely because she had a Lotus Super 7 and they were blisteringly quick back in the day. We brought the car back to NZ in 1984, as the TR was the better car for touring and the Lotus stayed.

We became members of the Auckland TR mob, they had great outings around the Greater Auckland area and Pukekohe featured a lot. We were at Pukekohe on the day Chris Watson lost his wheel in that very fast TR of his. But the car was already showing signs of the harsh UK winters, so we never put it on the track.

Trick6 was always fast at grass gymkhanas but not so good on the sealed gymkhanas. I well remember a TR concourse held at Long Bay up on the North Shore. Kevin Tinkler wouldn't let us park too close to the other good cars in case the rust could jump. So we took the hint, took it off the road and began the longest TR restoration in history.



We started the rebuild in Auckland in 1987 and it was finally completed in November 2012 in Christchurch. 22 years of that was the car sitting in the back of the garage waiting for money to do the car justice. I don't know how many times I tried to sell it in those years, but Kate said 'we'll find a way one day, and of course she was right.

The restoration was a full body off nut and bolt restoration, that was long overdue. The car is a pleasure to drive and we have seen a lot of New Zealand since putting it back on the road.

We have taken two trips down to Glenorchy in it, where we get two packs and all our tramping gear in it plus extras and Christmas presents. Heavens knows where it all fits, but it does. One of the things we have noticed since putting Trick6 back on the road is that the special little places, that we thought had long disappeared, are actually still there,. It's just that you cruise straight past them in today's modern comfortable airconditioned luxobarges.

On that subject, I've wondered how popular it would be to have a section in 'TRansmission,' about the great places we go to in our TR's that we don't go to in our modern cars. Kate and I know of this little track on the West Coast, that takes you to this place where they cook up the best whitebait patty sandwich, ah, but that is another story.

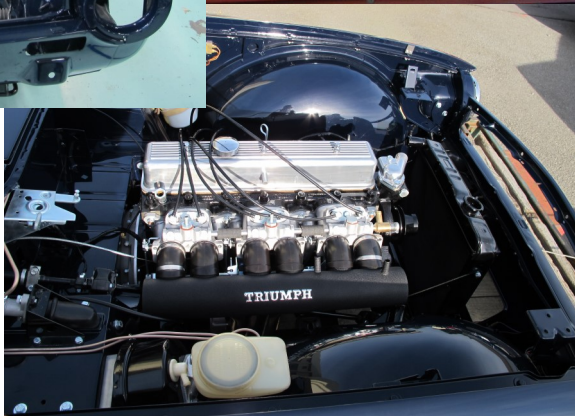
We have made contact with the original owner from the UK, thanks to super sleuth work by Kevin Tinkler, and provided him with photos of the car, he in turn provided some of the car's early history, such as trips around Europe and Scandinavia, and the original bank draft that paid for the car when first put on the road.

Grant Burgess





Various stages along the way, from rusty metal to immaculate finished car.

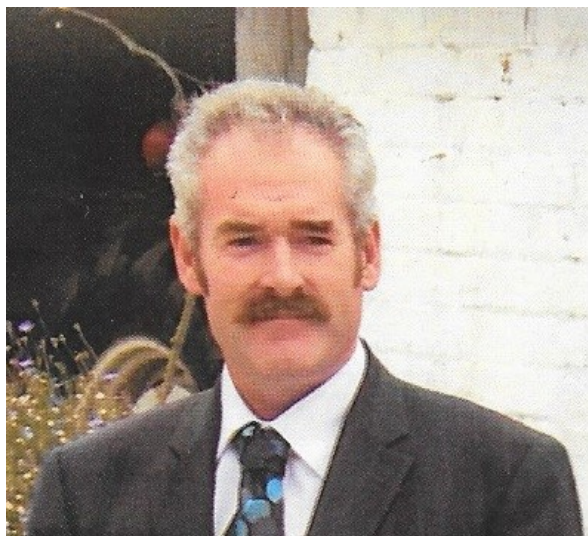


Wayne Jerard

15th August 1959 – 30th September 2017

Sadly we have to inform you about the recent passing of club member Wayne Jerard following a courageous and fearless battle with cancer.

Wayne was the most caring and considerate man with such a great charismatic personality and a brilliant sense of humour.



Wayne's great loves, wife Suzanne, family and friends. But then came classic cars.

There would always be a different array of cars and trucks on Wayne's driveway upon every visit, however one in particular was always there – the TR8 of course.

Wayne and Suzanne bought

her in 2009, and joined the Canterbury TR Club shortly after, making many good friends along the way.

Rest in Peace, Wayne.

Ken Harrex

22nd May 1945 – 5 August 2017

It is with regret that we advise the recent passing of Ken Harrex, a long-standing member of the TR Register and the Deep South Group.

Ken was always ready to share his knowledge on TRs and will be missed both as a member and a friend to many of us here in the south. He owned one of the few TR3s down this end of NZ which was still in its original condition. Ken had also just finished, in the last few months, a very original Ford Model A truck which has been in the ownership of the family for many years. It was a project he was very proud of and enjoyed showing photos of the finished product.

Ken loved his cars and had a very impressive collection, not only cars but also trucks. Ken was only too willing to display his vehicles at various car shows around the south.

Our thoughts are with Elizabeth and their family at this very sad time.



City of Sails Area Report

Last Report for 2017 and the Auckland membership has been busy this quarter. With the first week of October featuring our Pub Night at The Good Home in Mt Eden, and the annual "Isadora Duncan Rally" on the Sunday, the quarter was off and running.

November also started with Pub Night, followed a week later by the Register AGM.

As this report needed to be in by the end of November, in order for you all to be reading it during your Christmas break, our December is still 'in the future' to be enjoyed.

October – Our Pub Nights tend to bring out the same group of gents each time and unfortunately I'm not sure how to encourage more member attendance. When we stage our Partners Dinner we do get some couples along who we don't usually see for Pub Night, and my thoughts are leaning towards more of them, but at what cost? When I look to the other groups it is more often couples and dinners that I see so maybe we should look to follow that lead? A little feedback maybe

Sunday October 8th, Isadora Day, and the weather gods did not play their part and with thunder storms predicted I had to postpone for the first time in my tenure. So it was that on an overcast and threatening Sunday 22nd, we assembled at Takanini for coffee, briefing, and the start of the 35th running of the rally, the first to be organised by members Dennis and Anne Greenman! I had invited the Auckland Triumph Car Club to join with us and their numbers helped swell the ranks to 9 classics and 2 moderns, 6 TR's, a Vitesse, Spitfire, Lotus, Mini Cooper, and an SUV! With Linda driving 'French Blue' and Grace navigating, I got to drive Rona Ramage's Cooper (at least it was a roadster) Yay!



Dennis ran the briefing and handed out the rally sheets, with Anne dishing out sweets to keep the brain fed (good idea that), and with all but a couple of roofs stowed the Isadora Duncan Rally began with the 'Picket Fence Tie-Breaker' and off into the gloomy Auckland weather.

Dennis's run began in Takanini and ran through Papakura and Karaka (right past the residence of a particular organiser, with MGB parked out front the feature of a cryptic question) bypassing Drury, before heading across State Highway One and in to the country roads of Ararimu and Hunua, passing by Clevedon before cleverly circling round and returning to the famous Clevedon Hotel for lunch, liquid refreshments, and prizegiving. A fun run, with some tricky questions to answer, a scavenger hunt to follow, and a timed trial to boot, there was something for everyone. And but for a few drops of rain at one point the bulk of the run was dry, Outstanding! Thanks and a hearty Well Done Mr & Mrs Greenman.



A better line-up without the extras in the background, a fine hedge highlights the colourful display! (Roofs up purely to keep the seats dry of course)

Winners of the Rally – Nick & Ellie

Scavenger Hunt – Vishu

Time Trial – Eric

1st Wire Wheeled Finisher

– Ian & Rona

Red TR6 (thanks to the tiebreaker)

White Lotus

Red Vitesse

Black TR6

Winners of Isadora's Scarf

November began with our Pub Night well attended, including one brave member who drove his TR4 in from the outer suburbs, on ya Bruce! And the following week had a similar turnout for the Register's National AGM, the numbers swelled by the inclusion of Warren and Brian who drove down from Whangarei, with updates on National Weekend 2018. I hope you all paid heed to my email regarding NW2018 entry being required by the end of November!

December for the Auckland Group members will begin with Pub Night being held at

the President's residence in Kohimarama for a Partners BBQ, and we are looking forward to it! And food will once again be at the centre of our outing towards the middle of the month, when we join with the Historic Racing Club, Jaguar Owners Club, Club Lotus, and others, for the annual Pre Christmas Breakfast Run.

This year we are going to the Salty Dog Inn at Snell's Beach for the first time, and as usual I am expecting a good TR Register presence. This run never fails to deliver on good weather, and the run back from Snell's at Matakana will allow us to once again take Highway 16 for an exhilarating blast along its twisting roads, can't wait!

As a parting shot for the year, I am still requiring entrants for the Ellerslie Concours D'Elegance, so please make contact with myself or your Group Leader if you would like to represent Your Club, the TR Register, at the most prestigious Classic Car Show in New Zealand, 11th February 2018!

2017 has been another great year for the TR Register, with many fun events, great runs and great friendship throughout our fine land. Triumph Roadsters have featured in photos from one end of NZ to the other, and I think the 2018 Calendar will be another collector's item.

Steve Martin



"Nowhere's Far in a TR"

Waikato Wanderings



The cars have been on an early summer holiday and hence there have been no group outings to report over this last two month period.

However, change is on the horizon and in a few weeks we will all gather to celebrate the Christmas Season with a pizza dinner and Movie night at our home on Kaipaki Road. The pizza oven will be cranked up, the toppings will be applied to the home made bases and finally the mozzarella cheese will be sprinkled on top. Then it is off to the lounge to enjoy the movie, motoring theme of course, with copious quantities of popcorn on hand.

The second event to look forward to will be the Fish 'N' Chip run to Raglan Beach, always a favourite and must do on the calendar and a great way to begin 2018.

So, as they say, "watch this space".

In the meantime though, all at the Waikato Group would like to take this opportunity to wish our fellow T Rianians a safe and wonderful Christmas Season and many wonderful driving opportunities for 2018.

Happy Motoring from the Waikato Group

Peter.P



Deep South Group

The last report for the year! Where has the year gone?

We have had a good year down here in the south with several new members and one or two cars changing hands. It is still a worry that we are not attracting young new members. I guess we have not got this problem on our own, as wherever you go and talk to groups they all seem to be having the same problem. Anyone have any solutions?

We have had a couple of runs since the last Transmission, the first being to the Wings and Wheels 2017 display in Alexandra. The display was a chance for enthusiastic car collectors to display their vehicles along with a static, as well as a flying, display of various aircraft from around the region.

This was a first time the event had been run and was very much an experimental event to see what the reception would be like amongst the motoring fraternity. By the look of the crowd that attended the day was a big success and the organisers are looking at having it again next year.

Six cars came up from Dunedin. Ian and Lyn Gray and Laurie and Annette McDonald did a great job ensuring that there was a good turnout of Central Otago members' TRs. Liz and Pratty also had several of their other cars on display, namely their Aston Martin, Austin Healy and SS Jaguar replica.

There was a good representation of all makes of cars on the day, from Hot Rods to Kit Cars and all makes and models in-between.

It promised to be a very warm day but unfortunately this did not eventuate. It started out warm and overcast and as the day went on the wind got up and between the dust and the pollen blowing from the pine trees over the back of the air field all the nice shiny cars soon took on a very dusty look.

Unfortunately, quite a number of the planes that were to be on display were unable to make it due to the very windy conditions further north. This did not hinder the display too much, as we were still treated to a great display from the P-51 Mustang and a Delfin Military Jet Trainer.

You can't beat the roar of a P51 Mustang with its Merlin engine at full throttle as it beats up the airfield! It's almost as sexy as a TR4 motor at full noise.

Our thank to Ian and Lyn Gray and Laurie and Annette McDonald for looking after everybody on the Saturday night and on the Sunday and the Central Otago members for giving the Deep South Group a presence by displaying their cars.

The annual End of Year Mystery Run was held on the 18th and 19th November. Once again, a very successful weekend away. (See the full write up later in the in the Deep South Report.)

To the rest of New Zealand. On behalf of all the Deep South members we would like to wish you and your families a Very Merry Christmas and a Healthy and Prosperous New Year.

Jane and Trevor



Deep South TR Group

2017 End of the Year Tour

The Day started out with sunny, blue skies. Just another typical Otago day! Tops were down and we were all ready to go. TR's.... Stags....a Spitfire..... an Austen Healey and a Lotus Esprit.

We gathered at the multi- purpose-covered Stadium's car park for the 9:15 start.

As it has become well- known that our end of year runs are a lot of fun, we had added to our motley crew, the Tongs, Jenny and David, from the Canterbury Group.

The first instruction sheet had us heading south over the hills out of Dunedin and through the Taieri Plains to Outram and onto Middlemarch, where a home-baked morning tea was laid out by our organisers, Peter and Lauren Watkins and friends.

As it was getting hotter, the sunblock was passed around, then it was off towards Central Otago. We then turned onto the Pigroot and headed back to towards the coast and Palmerston where there was a quick top up of fuel for some.

Lunch was at Shag Point, a lovely bachy seaside holiday place.

On our journey we had to collect items for a scavenger hunt including selfies with an animal, a smelly object, a 60's or 70's car, and the emblem of a European car starting with "S"- that last one was very hard, but someone managed it!

After receiving our final route instructions, we headed up the lovely Kakanui Valley towards Tokarahi and then down the Waitaki Valley, through Weston and into our final stop in Oamaru.

Drinks and nibbles were had in the sunny yard and then everyone changed into our Christmas- themed outfits. Top prize went to the "turkey" (yes, really!) and second to Santa. A generous smorgasbord meal was enjoyed by all, and while some of us retired early, others partied on.....

On Sunday morning, some of us headed off to the famous Victorian Fete in old Oamaru Town and the rest of us drove north with Lauren and Peter who had organised a guided tour of the even more famous Riverstone Castle!

We were personally shown through by Dot Smith, herself, who told us to tell you that "it was ok..." However, on the quiet, it was an experience we will not forget as the Castle had to be seen to be believed! Dot has an excellent eye for colour and interior décor and every room was well thought out with her personal touches. The stained glass window in the gallery stairwell showed the family's coat of arms, which was invented by Dot, to great effect.

Yes, there was a haunted dungeon, complete with not 1, but 2, hidden passages..... my lips are sealed.....

We all met up again at the Oamaru Railway Station and went south to Palmerston for lunch. We then said our goodbyes and headed home after a most enjoyable time.

Thank you Peter and Lauren for a wonderful weekend and fitting end to the TR Year!

Jo & Colin Deaker

NEW MEMBERS

Welcome to one new member this edition. 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.

Malcolm Frazer

Orakei Auckland

TR3

Hawkes Bay Happenings...

Our October Club Nite was held at Jarks Bar in Hastings and attracted the largest group of TR enthusiasts for some time. A great special put on for us of Fish & Chips was chosen by 15 of the 16 present. The only problem was that it was extremely noisy so conversation was difficult to hear. I noticed that in the previous TRansmission this seemed to be a common problem. I am sure it wasn't our group who were making all the noise! Really!! A great evening enjoyed by all.

November 5th we met at The Silky Oak Chocolate Café for a coffee before a country run to a winery for lunch. 9 cars arrived including the Bevans in their Stag as the TR6 is not quite road ready awaiting completion of a dashboard restoration. After last month with 5 out of 7 cars being white, this time there were 6 out of nine. The different ones being Colin & Sharon Grant (Red TR4), Pete & Chris Snelling (Saffron TR6) and our green TR2.



At Club Nite it was pointed out that I had incorrectly called Pete's car Damson in my last report – sorry Pete I really did know your car was Saffron. Gary and Heather Kingston had joined us again from Taupo – great to see you both again. Our coffee was had in sunshine but as we left the Café the clouds to the west were looking rather black and threatening – this was the direction we were heading in.

A pleasant country drive via the Taihape road with a detour along Ohiti & Matapiro Roads before rejoining the Taihape Road and ending at De la Terre Winery. A very interesting place with the buildings constructed of mudbricks made by the owner Tony.



Tony explained to our group about the property and the winery – he is also the winemaker, before taking us through a tasting of some of his wines. He also spoke of the French Paradox which of course made us all feel much better about drinking red wine. Following this we went to some outside tables and enjoyed a lunch of platters and pizzas along with a glass of wine while sitting in the sun which had returned and the black clouds had disappeared. A pleasant day out in our TRs – looking forward to the next one.

November Club Nite at The Station Dalton was again well attended including our newest members Bill and Shirley who, some of those who attended our last National Weekend may remember, opened the proceedings as Bill is the Mayor of Napier.

I asked Bill how he came across his Damson TR6 which he imported from Adelaide. His daughter introduced the family to her new Australian boyfriend and of course talk got on to cars. The boyfriend said his father had an 'old British sportscar' that hadn't been used for 20 years in his garage. Bill got on the phone to him and a deal was struck. A bit of work was needed on arrival in NZ but now the Daltons are enjoying being TR owners – welcome to you both. There is something about a TR and like Bill I still really enjoy getting out and driving our TR2 after many years of ownership – a modern car just doesn't have that 'TR Factor'.

From the Hawke's Bay Team we would like to wish you all a wonderful Christmas, all the best for 2018 and safe and happy TRing. Maybe we will see some of you in the Bay of Islands at the National Weekend.

Enjoy your MoTRing

Graeme & Joy





Top O' The South

THE TOP O' THE SOUTH REPORT

Auspiciously timed to provide input for this issue, the Top-O'-The-South staged an outing on Sunday 12th November. Having had earlier plans dashed, we once more focused on a trip into the Nelson Lakes region. Perseverance was rewarded.

With a spell of indifferent weather, departure time was cold, cloudy and breezy. Top down, as usual, so Avril and I rugged up warmly for the 128 km drive. Brent and Helen, deterred by the conditions and wanting more comfort, left the Doretti at home. They opted for the Mustang. In good ol' American style, still a 'left hooker', with Brent driving in the passenger's seat, and Helen sitting to his right navigating. After due deliberation, the group bestowed "Honorary Triumph" on the Mustang, a title not awarded lightly. Leon and Varley Broadbridge, and George and Helen Looman arrived driving other badges too, as they continue rebuilding the TR4 and TR7 respectively.

I was heartened by the turnout. A small membership spread across two provinces, yet fielding 8 cars and 16 participants, was a wonderful response. Avril and I, Brent and Helen, and Leon and Varley Broadbridge comprised the Marlborough contingent. George and Helen Looman, Cheryl and Jon Harrey, Jon's brothers Steve and Dave visiting from the U.K., and Denise and Andy Lee made the journey from Nelson. And Ann and Alan Blackie flew the flag for Collingwood. All those driving convertibles travelled top-down. A chilly start to the day, but we're a hardy bunch. (Hmmmnot sure about Brent)The morning gloom cleared and warmed. The sun later shone.

I'd arranged a lunch reservation a couple of weeks beforehand - twelve noon at St Arnaud's Clinker Cafe. Avril and I pulled into St Arnaud early. With an hour to spare, we

drove down to Lake Rototoi, stretched our legs, and had a quick look around. The lake's renowned for its eels and I'd packed some Whiskas cat food as an offering. I wandered out to the end of the jetty. A couple of black swans graced the scene. No sign of marine life. Undeterred, I tossed a handful of the small dry biscuits into the water. Tuna flavoured. A taste I reckoned would be the undoing of any self respecting eel on the



prowl for an easy lunch. And in an instant they were there. Arriving from all quarters as if drawn by some invisible magnet. Responding to the lure of easy pickings. In no time they had formed a seething, writhing mass. Twisting. Jostling. Shoving. Vying for a snack. I didn't count, but I'd estimate there'd have been a couple of dozen. More, maybe. Huge brutes of things. Monsters. They put paid to my idea of an early season dip in the lake. And so we headed back to the cafe, stopping in St Arnaud village en route to top the petrol up.

What a delight to welcome the rest of the group. Some had made a special effort. Leon and Varley were in the North Island and returned early especially to join us. Jon Harrey had brothers visiting from the U.K. He and Cheryl were rightly to spend time with family rather than take part. In the end they, visiting brothers included, elected to do the Triumph thing. And Alan and Ann had been playing bridge at Westport and detoured to be with us at St Arnaud and Rotoiti.

Clinker Cafe staff had thoughtfully set aside two spots for us. Outside if the weather was suitable. Indoors if that was more to our liking. We chose the former, sitting and dining in the alpine air. The day was pleasant and sunny. The food and service were great. And after an interlude of conversation and dining it was time to move on. Several opted to check out the nearby gift shop. Others went off to explore the neighbouring classic boat museum.

After some time nosing around we re-united, and with Jon and Cheryl leading the charge, drove down to Lake Rotoiti for a photo-shoot. The foreshore was by then crowded and we were unable to park in the most photogenic of spots. Nevertheless, the Harreys chose well and we succeeded in capturing something of the scenery.

And while there, with the Triumphs parked side by side, we became the focus of much attention and amusement. A bus-load of Chinese tourists spotted us. They were fascinated by the Triumphs.

We talked in limited vocabulary. They posed with our cars. And photographed. They posed with us. And photographed. We posed for them. And they photographed. George Looman was helping with camera duty and took photos of the Chinese taking photos. And they were highly amused when I donned my leather jacket and leather flying helmet in readiness to leave for home. Another opportunity not to be missed. Our Chinese visitors photographed some more.

L - Posing for the Chinese photographers. R - the result



In due course it was time to depart and after farewells all around we gradually disbanded. For Avril and I, an uneventful run and a most enjoyable outing of some 270 kms.

Leon was particularly pleased to head home. He had an appointment with the front suspension of his TR4, but had been held up for want of some spring compressors. I'd earlier emailed Leon's plight around the Top-O'-The South, and by chance, George had a couple. And yes, he was more than happy to loan his compressors to Leon. The handover took place during the St Arnaud stopover. A good example of mates helping mates. Thanks George, a nice gesture.

So that winds up the year from our neck of the woods. Thoughts will now be turning towards NW2018. Avril and I unfortunately will not be attending, but the Top-O'-The-South will be represented by Alan and Ann Blackie. We know they'll have a wonderful time.

Finally, the festive season is looming large. A Merry Christmas to all, and best wishes from the Top-O'-The-South.

Bill



Tech bits and pieces



This page (and as many others as we need - they are easy to add) has been left blank to print the stories and information that you, our readers, are able to send us for publication in each edition of TRansmission.

Mechanical/technical tips and traps, restoration experiences, drives you've enjoyed, TR photos you really like, TR stuff you find on the internet, news about your fellow Register members, and anything else that you think our readers will enjoy.

Please.....

Canterbury Tales...



Canterbury has been having a warm, dry spring this year. Ideal for TR driving. Even the heavy rains in Otago in late November have so far avoided us in Christchurch. We hope the Deep South members have escaped the worst of the weather. As I write this, several north Otago towns are cleaning up after a huge deluge.

In September we had dinner at the Two Fat Possums in West Melton and in October at the Three Cows in Kaiapoi and then in November we had a run to the Shearers Quarters near Temuka. There should be a funny story there somewhere but it eludes me, maybe we are just a bunch of party animals.

On the trip to Temuka Glenn and Sue's car suffered an injector failure and didn't make it to the lunch venue. Also Dave and Belinda have had "issues" (see below), so it seems that Canterbury is getting more than its share of breakdowns. Maybe we should put ourselves into quarantine until this epidemic is over.

Back to reality, in November we ate at Joe's Garage in Riccarton where the food was very good, but (oh dear) they neglected to set enough tables for us. Only five out of ten for Joe this time.

As always the functions were well attended and enjoyed by everyone.

Now we are looking forward to a BBQ in December. I hope the fine weather holds. On a previous occasion I remember there was a hail storm to dampen proceedings,



A good line-up of TRs at the VCC run

surely we won't get that again. And then it will be Christmas – already! Seasons greetings to all.

Fuel pump woes

Finally an unhappy story with a warning for all drivers of early four pot TRs.

Dave and Belinda joined a bevy of TRs on the Canterbury All British run organised by the VCC in November. They were driving their TR4A into which they had already poured a good deal of hard earned cash.

Unknown to them a couple of tiny steel retainers, which hold the pivot shaft in the fuel pump, had fallen out. The best possible outcome would have been if the engine stopped immediately, even if this left them stranded at the side of the road. But no, the fuel pump continued to operate long enough for one of the retainers to find its way into the oil pump which did cease to function. The results were not quite catastrophic, but almost, and an engine rebuild was required.



The moral is that if you have a four pot TR then check the fuel pump. If the pivot shaft is visible from the outside (it runs horizontally immediately behind the mounting flange) then it is probably OK, but if the shaft is not visible then it will be the type with internal retainers which can work loose with expensive results (see picture).

Bryan and Carol

Lunch at the Shearers Quarters in November



Bay of Plenty Travellers

Brits at the Beach Whangamata came and went during a particularly wet, dismal weekend. Only one of our group braved the conditions over the weekend to report that there were no Triumph TRs present, and that in future, the date for further celebrations has been shifted to February. Clearly there is little point in battling one's vehicle against the odds of Springtime weather that tends to be so unpredictable and is not suitable for top-down motoring.

On a drier note, a group of eight of us recently gathered at the Coffee Club in Bethlehem for our bi-monthly meeting. A general chin-wag about machinery and when and where our next Triumph outing should go. We all agreed that a pre-Christmas run through to Thornton and a lunchtime at the Red Barn ought to cap off a great drive down the coast on Saturday the 2nd of December, and if wet Sunday the 3rd as an alternative date. The Waikato and any of our further-afield members are most welcome to join us.

One of the limits to collective get-togethers is the distance a number of our members have to travel just to reach the starting point. So as a group, we will try to vary the spread of our runs in an attempt to take overall distances into account.

On a different note, we have had a request from a couple of Englishmen, Triumph members in England, the daughter of one is getting married in early January in Papamoa and needs a couple of cars to drive the bride to the church. We await their final request and trust we have cars available at the time to help out.

For our next outing we have invited the local Stag Club owners to crank up their cars and join us. Here's to a great day in the early Summer sunshine, and wishing you all a family friendly Christmas.

Ian and Elizabeth



Leslie and Debbie Nesbitt's TR6, also in white

Gideon De Latour (TR3) and Ian (TR4A) both cars recently restored



The Registrar Reports...

Not a lot to report on this quarter – hopefully the warmer, drier weather will encourage some TR action. News and pix of your new toy, or of selling your old one is most welcome – that way we can keep our records up-to-date.

A recent update 'stocktake' of TRs in our Registrar database for our new website indicates the following numbers. Some of these will no doubt have perished without our knowledge, but it does show an increase of about 80 cars since 2008.

TR2	81	TR3	31
TR3A	65	TR4	61
TR4A	53	TR5	21
TR250	10	TR6	220
TR7FHC	83	TR7DH	28
TR7V8	32	TR8	8
Belgrove	177	Michelotti	155
Karmann	220	Mann	151
Doretti	5	TOTAL	708

There are several interesting 'wedges' for sale (or sold) in late November.

TR7 coupe ABJ105 (ex Robert Johnston) has reappeared, now fitted with a Lexus V8, Toyota 5-speed and a Nissan LSD. Advertised at \$16,500, indicated as sold. Looks a clean, practical conversion..

Bob Grubb's TR8 rego. CBD197 on the market at \$25,000.

A 1980 Grinnall TR7V8 rego 1TR71 for sale at Autoclassics for \$27,500. Grinnall relocated the fuel tank to the boot and added two small rear seats.

A TR8 on TradeMe for \$35,000. Withdrawn after 2 days and details unknown,
presumably sold. Possibly ex Bernard Egan.

TR7FHC rego 80TR7 ex Wayne Stark, for sale at Waimak Classics for \$14,500

Grant Simpson's TR7 also for sale on TradeMe at \$11,950.
Interesting in that it has a Webasco sunroof...

TR6 CP52370-O ex Robert Giboney, for sale at Waimak Classics for \$78,000....

TR4A Comm. No. CTC73537-O ex Ashley Southgate for sale in Nelson at \$47,500.

TR4A Comm. No. CTC71286, rego. HL6403, for sale on TradeMe at \$45,000

Murray and Stephanie Booth's TR6 now registered UUU76M (it's original UK rego - that'll confuse the plate-spotters..). My own plate NSTLGA of course stands for 'North Shore Territorial Local Government Association'....

Jan Hendrix reports a call 'about a white TR4 with a black hardtop, parked under a house in Russell. Not in bad shape etc. etc.'

An interesting website for you: ***www.triumphexp.com***

Kevin

Spare a Thought

At the AGM in November, our financials showed a spares trading deficit for the year. However, this is not as bad as it seems. We have a policy of adjusting the value of stock that has not moved (sold) for more than 3 years. This year there were a significant number of line items that reached that point this year, (95 vs 4 in 2016). The total value was just over \$5k - mainly TR2/3 & TR7/8 items. These parts were all bought in good faith, but sometimes it's hard to predict demand.

At some stage in the near future I will publish a list of these parts and look to offer them at a discount rate so that the funds can be realised and be re-invested elsewhere.

Remember – the more you drive your cars, the more spares we can sell.

In the meantime.....

We are always interested in securing items that will help preserve the marques and to this end we have secured a small number of "new old stock" Jaeger oil gauges as fitted to early TR2's. Part number 106966. These items are no longer available new and Moss/Rimmer only offer an exchange option on serviceable units....for \$150+ , plus the cost of shipping both ways.

Our price for these NOS units is just \$100.00 plus shipping. Please let me know if want one – first come first served.



Cheers

Ian.

TRansactions



FOR SALE 1973 TR6 PI

Overdrive, hard & soft top
Dunedin
Present owner 19 years
Regd. Warranted until 2 May 2018
Good, tidy condition

03 4817866
dntriumph@slingshot.co.nz

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, chrome 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.

Continued next column

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 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
rllech@xtra.co.nz

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.

CAR...TOON CORNA

If you don't look back
at your car after you
park it, you own
the wrong car.

ANY BAD DAY CAN BE
FIXED BY DRIVIN'
A BACKROAD
WITH THE RADIO UP
AND ROOF
DOWN.

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LIMIT
65**

**MGs JUST
DO THE BEST
YOU CAN**

**Picks up five
times
more women
than a
Lamborghini.**



Forget your Italian racers. This little babe-magnet is the Daihatsu Hiet MPV. Don't laugh. It packs in six comfortable seats, of them reclining. A five speed gear box. Two sun roofs for when things get hot. And a 3 year/50,000 mile warranty guaranteed staying power. But what really makes the Hiet MPV so attractive? The £16,563 change from a Lamborghini June. Our price is just £8,497 on the road. For more information call us on 0800 521 700. **THE HIEU MPV.**

Wife said 'OK' to just 1 new tool



So I bought a leaf blower.

I WAS COMPLIMENTED ON MY DRIVING TODAY. SOMEONE LEFT A NOTE ON MY WINDSHIELD THAT SAID, 'PARKING FINE'

Murphy's wife borrowed his car and parked in the supermarket car park. Just as she came out laden with shopping, she saw a young lad break into the car, hot wire it and drive off. Naturally she reported the matter to the police.' What did he look like?, the sergeant asked. 'I don't know she replied, but I got the licence plate'.



Lakeside line-up of Top O' the South cars.



Quiet please.....Top O The South Group eating

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