

TRansmission

#145 June 2018



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TR Register of NZ Inc.



Nice spot - Thomas TR2, Grant's TR4 and Bevan's TR6



Shane Taylor's clever cockpit cover - see P34

TRAnsmiSSion

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FRONT COVER

Autumn at its best.

**A beautiful Central Otago
setting, complemented by
some lovely TRs
(and others)**

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

The back end of summer and early autumn seemed to offer a variety of weather for TR'ing. I do hope you managed to take advantage of the good days.

A welcome short notice invitation from friends in Europe saw me off to warmer climes for most of June and early July - very nice (or Nice)!

In the 2 weeks I was in France and Italy I only saw one TR, a rather grubby TR6, without number plates, making rapid progress thru the traffic in Milan – it was on the back of a tow truck!

This euro-jaupt allowed me to spend 10 days in UK, where I was able to take in a couple of superb motoring events and a visit to Moss.

“Flywheel” is an archetypal Wings and Wheels event held at Bicester Heritage, one of the last remaining WW2 bomber airfields that still retains the original buildings. These building are being refurbished and occupied by classic car specialists. The event saw splendid aerial dog-fights by tri- and bi-planes, a Lancaster, Spitfire, Hurricane and Dakota fly past and Pitt Specials showing off.

TR's were well represented in the cars displayed and in the space of 30 mins I had met four TR owners who are coming to NZ over our summer. Of particular note are Hal & June Junker, who have started a Classic Car Hire business in Nelson and are shipping out their yellow TR6 to join their fleet of classics (see photo right).



The second event was the TR Register International held in Lincoln. There were hundreds of TR's present with cars coming from all over Europe. At least 10 countries were represented. I was able to meet up again with Paul Tunnadine who is part of the TR Register UK executive team and was in NZ earlier this year for our own National Weekend.

Your Webmaster Ian Ramage and his wife Rhona were also in UK at this

time and made it to this event. Through Paul I was introduced to the MC for the event and during a broadcast interview I was given the opportunity to promote NZ, our Register and describe the pleasures of TR'ing in NZ. Thank you Paul, we look forward to seeing you in NZ again. (Ed - see photo below)

To matters back at home- we have embarked on the next phase of the website features, which will include a membership data base. We have received a lot of positive feedback about the Website as well as some "constructive" comments. We will not be able to meet all expectations, but the new platform does allow us to make additions and updates with relative ease.

I see there are a number of mid-winter events scheduled. Here's hoping for some cold, dry days to enjoy them – rugged up, heaters on and tops down.

Happy moTRing.

Ian.



**Ian Harris , Paul Tunnadine & Ian Ramage
at TR Register International Weekend, Lincoln, UK . 30th June 2018.**

EDITORIAL TEAM

TALK

We hope you enjoy this good-sized and varied edition of TRansmission.

Not only have the groups around the country been active in the lead up to Winter, producing plenty of good stories for your reading pleasure, but a number of members have also sent in articles about their travels with TR connections or their projects to improve their cars. Thanks very much all.

Nationals 2019 is coming up fast (as everything seems to these days!), so have a good look at the information in TRansmission (Page 25) and in the separate material with the magazine. Early registrations are encouraged, so please don't leave it until, or after, the deadline.

We are always keen to have a great selection of photos. An idea that the Deep South Group adopted for their Change of Seasons Tour (see Page 15) was to run a photo competition, and most of the quality shots taken are featured on page 17. Maybe you might want to try that idea on your next run (photos of Winter wonderlands or Spring colour) and ask members to email their photos to us. We promise to publish all or nearly all of the photos we receive.

For photos in the magazine, and certainly on or inside the cover, photos should ideally be 1mB or more, but we do try to work with whatever you send us.

Keep the interesting material coming - see our email or phone details below.

Enjoy what's left of Winter - roll on Spring, when our next issue will be with you.

Stephen, Trevor, & Brian

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

Waikato Wanderings



The fact it has been late Autumn and early Winter has not deterred our Waikato group from venturing out and discovering new roads, cafes and reinforcing friendships in our trusty Triumph Roadsters and other fabulous classic cars.

A Run in late June provided a welcome break from the rainy Winter Days.

'The instructions are in 'rally' format and shouldn't lead to divorce proceedings' was the opening statement on Sundays run, 24th June. Well, it seemed like the perfect time to swap seats with Peter and let him take charge of the navigating while I had the absolute pleasure of driving the TR4.

Before I go any further I must say a huge thank you to Kevin and Elizabeth for the time taken to provide our group of 9 cars with a drive consisting of twists and turns, steep roads and new roads, lookouts and questions to boot. One of the funniest things for us was travelling up the very steep Maungatautari Road when the glove compartment sprung open due to the steep angle and the car started to bunny hop. Why? Probably because the seat had been moved forward to accommodate slightly shorter legs and had not been locked in position so I slipped further from the pedals the higher up we travelled. Thanks to my trusty navigator, the handbrake was quickly applied, my seat was shunted forward, securely locked and we were off again, whew, what an adventure that was.

We were met at the top of the mount where we received instructions for the next leg of the journey as well as an opportunity to take in the wonderful view. The route made for interesting reading with single words paving the way including Lamb, Wordsworth, Dam, Shoof and Pope to name a few. Who would have thought that a few single words could lead to such a great run and ultimately a superb lunch at the Avantidrome café?



Time to put the classics through their paces on the pasture.

April saw us all assemble at the farm of Chris and Helen, just out of Te Awamutu, where the sun shines, the paddocks are always green, and the cows are content, well, that was until we all turned up for a bit of fun and mucked up their paddocks with spinning wheels and handbrakes turns. Chris had set up several courses to test our skills from Clover leaf patterns, massive hay bail twists and turns and finally, an opportunity to jump on a tractor to test our skills at backing (not as easy as it seems)

and delivering drums and collecting trays, oh dear, how do I get the tractor in gear again Chris?

It was so much fun as we powered up inclines collecting flags as we went and later dropping them in buckets. There was a time trial and a memory test as far as the clover leaf pattern was concerned; now is it inside that drum and outside that one, oh dear, and what if I have a left-hand drive TR like Tim, does the same rule apply?



Steve's greatest challenge was testing his Triumph Standard up the incline, would it make it in the end, never mind the flags, they were set for all the others. Vishu and Cara turned up with their van and my word, could that do the rounds in style although I have to say, from my humble option, the style of Mike's Excalibur took the cake as he put it through its paces, wow!

After so much fun playing in the now slightly chopped up paddock, sorry Chris, the wheels were hosed off and the shared lunch began. It was a perfect venue for a fabulous mornings challenges and entertainment with Helen and Chris proving to be the perfect generous Hosts, thank you both, what a memory.

May's Run to Ohiwa Beach

What a fabulous outing this run turned out to be, many thanks to the planning and organising by our members Merv and Kay this time. They had previously travelled to Ohiwa Beach and wanted to share the route with us, their TR buddies.

We decided that an overnight excursion was well overdue so with that in mind we set off on the 2nd May for Ohiwa Beach Holiday Park with a stop off in Rotorua to test our skills on a sway bridge at the Redwoods Treewalk and we were not to be disappointed. If you are keen to explore these beautiful trees from a slightly elevated position the address is Long Mile Road, Whakarewarewa. Thankfully there were maximum numbers allowed on each stretch to minimise the swing, much to the delight of most of our members.

The weather was kind to us and we all set off for the next leg of our journey through to Ohiwa Beach, some of us deciding to take alternative routes although time wise, we pretty much all ended up arriving in the late afternoon, found our way to the cabins and while some decided to stretch their legs on the amazing stretch of beach, others got stuck in to prepare the dish for the shared dinner.

The array of food was varied from curries, sweetcorn fritters and sausages through to corned beef complete with mustard sauce. I wonder if all the other members are clever cookies as our group when it comes to food, I reckon so. One of the many pluses of an overnight stay is you get to wake up very early to make your way to greet the rising sun. What a way to start the day while others preferred to sleep in and just enjoy being somewhere different. Those that were keen headed to visit a sacred tree named Taketakerau, the Burial Tree, nestled in 4.5 hectares of a native bush remnant named Hukutaia, just out of Opotiki.

Next stop was morning tea at Opotiki and then the wonderful drive on to Mount Maunganui for lunch at the Classic Flyers Avgas Café and Bar. While here we were met by members of the Bay of Plenty which made for a very friendly welcome party.

Glasses or coffee cups were raised to Merv and Kay as a sign of our thanks and then we all scattered in various directions, homeward bound. Peter and I are thinking of putting together a run to Waiheke Island in the warmer months which would present another opportunity for a stay away run.

Peter.P



Redwood tree walk



Avgas Cafe



Travel to Ohiwa beach

City of Sails Area Report

Hello New Zealand TR Register, I hope this Transmission finds you all well and that you've found lots of opportunities to enjoy your TR's this last quarter. It's been a mixed bag for we Auckland members, with the weather unfortunately having a major influence on us, especially May and June.

April for us offered the only Group outing, however it was an absolute treat.

Following an enjoyable Pub Night the first week I made contact with Warwick Mortimer, owner of a hidden gem in the middle of Matakana just an hour north of Auckland. Nigel Hayman had suggested Warwick's Motorsport Museum may be a good visit, and he was so right! A joint event with Lotus Owners Club we met at the BP beside the northern motorway for coffee, then convoyed together to Matakana where the local contingent were waiting for us.

TR's 3, 3A and 4 joined by an MGBGT and Jaguar – the Local contingent.

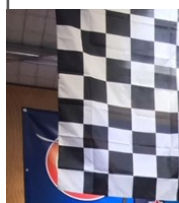
Of course it rained, it wouldn't be Auckland would it, however by the time we convoyed north the day took on a brightness that was turning to radiance. Warwick Mortimer has a group of cars that reflect some of the absolute best of New Zealand motorsport, including a very special McLaren. He himself was quite the storyteller and proceeded to entertain us all with tales of high speed antics across NZ, Australia and



TR's 3, 3A and 4 joined by an MGBGT and Jaguar – the local contingent.

Right
and
Below

Warwick Mortimer's Motorsport Museum



the USA. In a purpose built facility were the aforementioned McLaren an M8 monster in bright orange, a Surtees, and other remnants of victories across the spectrum of racing. A world famous Mazda another that made a huge impact. Audi, BMW, Ford Escort, and more.

The walls were adorned with photos and memorabilia, truly a wonderful collection.

We finished off with a further convoy to the Leigh Sawmill Café for lunch, drinks and fellowship. We were surprised there with a visit from Jim Flewitt in his recently completed BRG TR6, an ex USA car this was its inaugural run on NZ soil. With a few minor features to complete he was indeed a very happy owner, and we all enjoyed a look over

his pride and joy. Great work Jim, we look forward to sharing the road with you on a future run.

May and June saw the usual suspects meet at the Good Home for our regular catch up.

As our magazine Editor Stephen Higgs was away enjoying the sunshine in Fiji at the end of June I was allowed a few extra days to get my report in, which allowed for our first Pub Night of the next quarter, and one where we were lucky to have Lyn and Val Scott from Canterbury group drop in. Quite the storyteller is Lyn, and it made for a very enjoyable night.

One thing is for sure, the TR Register is full of interesting and friendly people, and it is always an absolute pleasure to mix with you all. Lyn Scott is on the organising committee for next year's National Weekend 2019 in Greymouth, and while not giving anything away he certainly whetted the appetite to join in what promises to be yet another fun event, and I for one am looking forward to attending. Thanks Lyn!

That's it from me for now, fingers crossed for better weather, and some good roads to enjoy.

"It's Never Far In a TR!"

Steve Martin

NEW MEMBERS

Welcome to our new members this quarter. 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.

John & Joan-Mary Pendreigh

TR3

Auckland

Postcard from Portland



Well, we're back home now but wanted to share a highlight of our recent holiday on the west coast of the USA, following Highway 101 down the Pacific coast from Vancouver to San Francisco. We picked up a Mitsi SUV in Tacoma, Washington (having bussed to Seattle, then a train to Tacoma which kept us out of the worst of big city traffic). Tacoma is home to the Le May American car museum (which just happened to be right next door to our hotel!) - it took us five hours to explore.... So many wonderful cars of note, and a surprise to see a NZ connection - Jim Richards' BMW 635 CSI John Player Special.

Steve had spent the past several months meticulously planning our holiday and working out where to stay, taking into account driving hours and mileage each day. Portland was always going to be a three night stopover and checking USA TR websites, it transpired the Portland group were due to meet on one of the nights we would be staying there. With thoughts of Robert Johnson in mind and his great endeavours to promote international ties, Steve contacted the Portland Triumph Owners Asscn (PTOA) and received a warm response to join them for their club night. At that stage arrangements were still sketchy (they take turns at arranging the venue each month) but emails went out about the overseas visitors and an excellent turnout looked likely for 17 May.



Accepting an offer of a ride to the venue, we were picked up by Brian and Donna (who had stepped up to organise the evening - the hostess with the mostest; we were instantly made to feel so very welcome and very much at home) and transported across town to the McMenamins Hillsdale Pub where tables had been reserved for the 29 plus two kiwi diners.

It was a buzz to watch two BRG TR250s arrive in the car park, plus we spotted a side screen, and two TR6s - there were probably more but we were ushered inside to meet everyone.

What a lovely warm, friendly group - just like home really!

The PTOA has a membership of 190+ and approx 296 cars. Triumphs included the TRs plus Spitfires, Stags, and Heralds. They meet monthly socially for dinner in addition to holding a monthly board meeting, while a group of the ladies enjoy a monthly luncheon. Their summer get together takes in the clubs of Oregon, BC, Washington, & northern California with each club taking it in turns to host.

Nearing the end of a lovely evening, Steve was presented with a bright red PTOA cap to remember them by, before we were driven back to our hotel in an immaculate S type Jag VDP.

If you're heading overseas with a little bit of time to spare, do take the time to check out the local TR/Triumph clubs in case club nights coincide with your travels. It's such a great opportunity to meet up with like-minded people who share the joy of triumphant motoring! A huge thanks to the Portland group for their wonderful hospitality - we hope we can reciprocate one day.

Happy Travels

Steve & Rob Brettell

TR250, Kapiti Coast

PS.

Happy 50th to all the TR250s out there.

The PTOA group are celebrating with a special tee shirt to mark the occasion but only available to those on their annual summer run : (

TR250 Anniversary T-Shirt

The Portland Triumph Owners Association is offering an Anniversary t-shirt recognizing the 50th birthday of the TR250. The shirt was designed by Tom and Brenda Mills and is only available through ATDI registration and is a great value at \$20 for most sizes. So far, it's one of the most popular items with our registrants! If you have already registered and have since decided you would like one of these shirts, or any other regalia for that matter, you can always submit an additional registration for regalia as long as you send it in and pay before the regalia cut off date (7/14).



Page 11 of 24 T-Shirt Image



Deep South Group

Things have been moving along down here in the south. We have had our annual Change of Seasons Mystery Tour which was a great success with a good turn out of members. The Autumn colours were magnificent all weekend. This year we were lucky as we have had very little wind so the trees had managed to hold on to their leaves which made for some great photos. Along with the Autumn Colours, the conducted tour of the Waitaki Dam control room was a highlight of the weekend. Our thanks to Jade and Paul for organising the Waitaki dam tour and Colin and Jo for the whole weekend.

Talking of photos, Colin and Jo Deaker have issued a challenge to all other TR members throughout NZ. Next time you have a run why not run a competition amongst the entrants to record points of interest while they are on the road, either with or without their cars. Award a prize to the winners and then send the winners' photos to Stephen Higgs (the TRansmission Editor) for inclusion in the magazine. Who knows, the photos (with cars) may even make it into a calendar at the end of the year.

Once again Brian and Susan organized our main winter event, "The Shortest Day Curling Tour." This took place over the weekend of 23 – 24 June. Six car loads of Deep South Members braved the cool weather for a run up to Naseby for the Saturday night, followed by curling on the Sunday morning at the Naseby Indoor Curling Rink. This is always an enjoyable weekend and a great way to celebrate the nearest weekend to the Shortest Day!

Unfortunately, we have lost another member of The Deep South Group. Lindon Sizemore. Lindon owned a very nice British racing green TR250 which David Mehrrens rebuilt for him. After owning it for a few years he sold it for a blue TR8 originally owned by Canterbury member Bernard Egan. Over the past couple of years Lindon has not kept the best of health and, unfortunately, he passed away early in June. Our thoughts go out to Lindon's family at this time.

All the best to the rest of NZ, enjoy the winter, we are!!

Jane and Trevor

Change of Seasons Mystery Tour

It had to come, the end of the golden weather was coming. This was brought home to us when we received the notice and entry form for the annual Change of Seasons Tour. Autumn was coming and, as in previous years, the Deep South members were going to head into Central to enjoy the Autumn colours that Central Otago is famous for.

Ten cars lined up with their owners at Unity Park overlooking Dunedin. A great place to start and a reminder of how lucky we are to live in one of New Zealand's best small cities as the view over the city and harbour from the park is something to behold.

The day started cool with the odd shower but as it went on it got better and better. After the briefing from Colin and Jo we were on the road to Lawrence for the compulsory morning coffee / tea stop. From here it was on through to the Gray's in Alexandra taking in the superb Autumn colours around Ettrick and Roxburgh. Ian and Lyn Gray were great hosts as we sat on their deck enjoying our lunches after which most of us decided it was time to get the roof down and they stayed that way for the rest of the weekend!

To make the weekend more interesting, Colin and Jo had issued a challenge to all entrants to take photos of their favourite Autumn Colour scene or to get a photo of the Autumn Colours with you and your car, the judging to take place at the dinner on the Saturday night.

From Alexandra we motored on through the Cromwell Gorge to Cromwell topping up with fuel before heading up the side of the lake to have a look at Trevor Deaker and Mark Borrie's new house which they were building, in fact possession was imminent. From there it was back on the road through to Tarras for a coffee before heading over the Lindis to Omarama, our mystery stop for the night.

As usually happens on these events, the late afternoon developed into a social get-together in one of the motel rooms with lots of stories about happenings on the run, stories about photo stops and many a discussion on the quality of some of the photos taken. Colin and Jo were trying to judge the entries, it was not an easy task!

We had a great time at the dinner on the Saturday night, catching up with Paul and Jade Lloyd who had motored down from Twizel with their family and Lindsay and Bev Purvis who many of the group knew from other similar motoring events. Another interesting happening of the night was the arrival of a Japanese Motor Cycle touring group still dressed in their leathers and crash helmets. They don't muck around with social get togethers, they just park the bikes outside and walk right in.

The next morning, we woke to a beautiful day with frost on the cars. Welcome to Autumn!!

After a group photo and the award of the Photo competition, we headed off down the Waitaki Valley, over the Benmore dam and down the back road to the Waitaki dam

which Jade and Paul Lloyd had organized a tour through to look at the historic control room with all its original switch gear still in place all encased in Italian marble! The old cage style lift was also there and operating. Even the steps for getting to the controls were made of solid oak! What an experience. When the control room was decommissioned and the whole control operation was shifted to Twizel, the government of the day decided that all of the equipment would have be stripped out and thrown in the skip.

Luckily those who worked there and many of the locals appreciated what they had and organised a petition for the whole control room to be saved. All of it. Victory was sweet and the control room and all its equipment was saved and is now recognised as a national treasure.

Perhaps our cars will reach a similar status sometime in the future??

We had a job getting everybody to leave the dam but as we had an appointment for lunch in Oamaru and we did not want to be late, back to our cars we went.

The route followed closely the Alps to Ocean cycle trail turning inland at Duntroon through Tokarahi, Weston and then down the back road to Oamaru finishing at the Port Side Restaurant near the break water on the Oamaru waterfront. What a great place to finish the official part of a weekend of motoring. The day was magnificent, not a breath of wind, the sea was dead calm, and the food and company just topped off a most enjoyable weekend.

Our sincere thanks to Colin and Jo for organizing another Autumn weekend and the weather gods for keeping the wind away, ensuring the leaves stayed on the trees producing magnificent colours.

Jane and Trevor





SHORTEST DAY AND CURLING TOUR

Technically the shortest day was two days earlier, but close enough to claim it was the group's shortest day of the year tour and curling competition at the Naseby Curling Rink.

Leaving Dunedin on Saturday 23rd June was probably the heaviest frost experienced to date this winter, quite chilly, dry and almost everything in sight covered with a lovely coating of pristine white frost.

The hardy gathering headed off into the white wonderland with heaters working overtime to a very welcome coffee stop at Café 26 on Ross at Lawrence where the fire was warm the coffee hot and the muffins and scones warm from the oven. Continuing on through the Teviot valley and Roxburgh as we climbed toward Alexandra we encountered wind driven fog that was actually freezing on the trees and vegetation it contacted, a most unusual sight for most of us.

Lunch was enjoyed at The Bank Café in Clyde and we were joined by fellow members of our group, Lyn and Ian Gray, who live nearby. The navigators had a spell of retail therapy in the many gift shops and art galleries, I don't think any lasting damage was done.

The next stage of the tour was from Clyde to Naseby on State Highway 85, enjoying some sunlight and the winter vista of snow capped mountains. A wonderful surprise was in store for us however, from about Lauder to Becks and beyond we encountered a hoar frost, a white wonderland covering all the trees, fences, grasses in fact everything above ground. An experience few have a chance to see and enjoy, the air temperature in this situation was approximately -3c. Photographs really don't do justice to this spectacle.

Good to see the TRansmission Editor in the field, taking photographs for the magazine - real dedication in those temperatures Stephen.

Interesting to note that people who experience these conditions in Central Otago rarely complain about the weather back at home.

The Ancient Briton Hotel gave us a warm welcome, fire places stacked and burning, heaters on in our rooms and strong suggestions to turn our electric blankets well before bed. A well stocked bar very good meals and big screen TVs to watch the All Blacks sort the French out provided everything we needed for the evening.

The Tour organisers apologised for the mistakes in the timing of the tour eg; 1minute early at Lawrence, 2 minutes early at Clyde and just over 1 minute early at Naseby. They promised to be more accurate the next day. Someone asked if there were any prizes to be awarded, sadly no! But if there had been one for being on time for the event it would have gone to Lynda and Murray who were ready to go the week before, and if there was one for the quietest it wouldn't be Colin Deaker.

Following a Curlers breakfast of bacon, eggs, sausage, hash browns etc at the hotel on Sunday morning we made our way to the Naseby Indoor Curling Rink, very similar temperature inside as to outside.

Fierce competition ensued, only two virgin Curlers in the group and the other seasoned players like me only play once a year around this time. Great fun, a little bending of the rules but no cheating was witnessed at all, Yeah right! a really good time was had by all.

After curling we travelled on down State highway 85 to Palmerston for lunch, once again the organiser stuffed up and was two minutes early.

It must be said that unlike previous winter tours, no convertible top was seen lowered during the weekend including the TR6 with tin top in place, Brian said he couldn't find the switch in the car to fold it down.

After lunch it was onto State Highway 1 to join the traffic for the relatively short run home. Great company, lots of laughs and a most enjoyable time, so roll on next year.



Hawkes Bay Happenings...

Happy Winter all – at least we have passed the shortest day but unfortunately not the coldest yet.

We have continued Club Nights which have been well attended – it was good to welcome Warwick and Janice Knibb (TR3) along to the June meeting at Off The Track (nothing to do with a motor racing track).

Our TR2 has not been used for a couple of months after the WOF expired – a new set of tyres required and at the moment the house alterations come first. The current tyres are Michelin XZX and I was very disappointed to be told that they are starting to crack. I worked out that I had only fitted these in 1975 and they still have tread left so I won't be buying them again – lol. Any suggestions for replacements?

Our sympathies go out to our Auckland members who are hit with a fuel price rise, we are fortunate in our area to have some Gull Service Stations who seem to keep the prices down. I also use a phone app



‘Gaspy’ which gives the cheapest fuel in the area.

The Mid-Winter weekend is being held in Taupo early July. A group of HB cars are going over however Joy & I won’t as we head to warmer climes shortly. Thanks to the Booths for organising this weekend.

No doubt many of you are members of the Vintage Car Club and so read Beaded Wheels. There was an interesting (read scary) article in the April/May issue about the future of motoring, with many international cities banning the use of fossil fuelled cars by as early as 2020. Manufacturers are planning to go all electric with new models from Volvo being hybrid or electric from 2019, Jaguar/Landrover aiming for 2020, Mercedes by 2022. The article finished off by saying children that started school this year as 5 year olds may never hold a drivers licence – I think we are already there judging by the performance of some of the drivers on the road now!

In the June/July issue and article about regulations in Victoria for vintage motoring requiring the owner to apply for a permit for each vehicle for a period of 45 or 90 days to use it on the road with a maximum of 90 days in each 12 month period – how restricting would this be if introduced here? Perhaps we could get exemptions like we did in the Carless Day scheme?!

Warm MoTRing

Graeme & Joy

There and back

- a Hawke's Bay Nationals tale

Three cars from Hawke's Bay attended the 2018 National Weekend. This is a tale of us getting there and back. Colin & Sharon Grant (TR4) set off on the Monday as they had to take their motorhome to Hamilton for some work. Steve & Maree Bevan (TR6) and Joy & I (TR2) left on Tuesday morning and met up with Gary & Heather Kingston (TR6) in Taupo and were treated to a wonderful morning tea including Heather's 'special muffins' – yum. We then all set off towards Auckland.

We stopped at Lake Karapiro for lunch under the trees (it had started drizzling) and then continued on the new Waikato Expressway (110kph) and SH1B to bypass Cambridge, Hamilton and Ngarawahia. Quite a few roadworks so far but mostly just resealed and drizzle off and on, particularly around Bombay – doesn't it always rain here? As we approached Auckland on the motorway the sky got brighter and the sun started to shine. Traffic slowed as we neared Greenlane and as we had the roof and sidescreens on we got rather hot. By the time we made Orewa (our overnight stop) we felt like we were living in a sauna – wind down windows would have been good! Here we met up with Colin & Sharon, but had earlier dropped off the Kingstons at Karaka where they stayed with the Greenmans. We stayed at the Holiday Park and wandered along the beach where there were a large number of kite surfers enjoying the stiff onshore breeze. A nice Thai meal and then bed.

Wednesday we headed north via Waiwera and took a side visit to Puhoi and visited the Old Church and Cheese Factory. Small world, who should turn up but the Kingstons and Greenmans for brunch. As they brunched the HB cars headed off towards Matakana where the Sawmill Craft Brewery had been recommended. Unfortunately we were slightly early so carried on to the Sawmill Café at Leigh where we had lunch. This is housed in an old sawmill with a lot of interesting photos and memorabilia around including tables made from some of the old circular sawblades. Back to the Craft Brewery for some tasting – very nice, a visit to Morris & James pottery where we viewed an amazing array of pottery and then to Brick Bay Winery, another impressive place. On to Whangarei where we ran into a few rain showers and met up with the initial group of National Weekenders.

Following the Sunday Brunch and prize giving the HB group set off towards home. Overcast with occasional drizzle but slowly clearing as we headed towards Auckland. Unfortunately we came across Ian & Elizabeth stranded on the side of the road with the lovely TR4a overheating. A roadside analysis seemed to indicate a possible head gasket leak so the AA were





Te Kaha for a couple of nights

summoned – hope it is all up and running again Ian. Bright sunshine as we approached Auckland and we had a great run through on the motorway to Bombay. We felt sorry for the poor motorists heading north into Auckland as the traffic was stopped at the bottom of the Bombays. Colin and Sharon left us here and headed to Hamilton while Steve & Maree and we turned off to spend the night at Pedlars Motel in Paeroa – lovely place. We window shopped the second hand shops here – there are heaps of them.

Monday morning through the Karangahake Gorge and on to Mills Reef Winery in Bethlehem for a tasting of wonderful wines – always worth a stop here. We stopped in Papamoa with friends for lunch then took the Te Puke Bypass (toll Road) towards Whakatane. What a great piece of road, 110kph and no traffic – well worth the \$2. A fuel stop and groceries at Whakatane and on to Te Kaha for a couple of nights. A wonderful complex with the room overlooking the pool and out to the Bay of Plenty. The weather was perfect, no tourists and the sea warm. Did some walking, talking with the locals and swimming – bliss.



Deep puddle – not for TRs !

Wednesday the predicted drizzle arrived as we headed around the coast to Hicks Bay where we went out to the old wharf but had to walk the last few hundred metres because of a very large and deep puddle – not for TRs, then to Te Araroa where we went about 100 metres onto the East Cape lighthouse road – definitely not for TRs!! We continued on down the coast to Tokomaru Bay where we stayed at the Tavern.

Walked around the old Freezing Works and wharf on Thursday morning as the weather improved then headed towards home stopping at Tolaga Bay where it was lovely and sunny. A walk out the very long jetty which has been restored, an amazing structure. Lunch at Wairoa and the final leg of our journey. We were stopped about 10km out of Wairoa to be told the road to Napier was



closed due to slips and flooding. They weren't sure how long it would be closed for. We went back to a nearby café where a lot of trucks were stopped in a layby and had a hot drink. We only had to wait about an hour and then noticed the trucks had all disappeared so we drove off for home. As we got near Lake Tutira there was debris for slips on the road and signs of flooding around Eskdale.

A wonderful TR National Weekend, but the getting there and back can be just as good. After 32 years living in Napier this was our first trip around East Cape – we will have to do it again. 1400 miles in the TR on this trip and never missed a beat – that's why we love them. Thanks to Steve & Maree and Colin & Sharon for their company.

Graeme & Joy



TR Register NZ Inc. National Weekend



Greymouth and the West Coast 2019

Thursday 28th February – Sunday 3rd March

Gold fever!

The 2019 National Weekend organising committee from Canterbury invite you to join us for a memorable weekend on the West Coast of the South Island. The programme has been designed to showcase both the history and spectacular beauty of this area, whilst enjoying some great drives. For those of you planning to do 'The Gold Rush' after-tour, the route will take you through some of the finest scenery in the country and, for the boy racers, offers the opportunity to have a blast around Highlands Motorsport circuit in Cromwell. A few of you may already have done the circuit, but good things are worth doing twice.

The Weekend Programme, a summary of the Gold Rush tour, and the Registration Form are on separate sheets in this issue. Thank you to those who have already registered online but please note – registration is not complete until we have received your completed Registration Form and payment. Cut-off date for these is **1st November 2018**. It would be a great help to the organising committee if you could register well before that date.

Please note, one of our dinner venues has limited capacity so we may need to cap the number of registrations.

Included in your Registration Fee are the evening meals for Thursday, Friday and Saturday, lunch on Saturday, and Sunday brunch.

Organising Committee:

Bryan and Carol Thomas, John and Denise Jones, Yvonne and Malcolm Baird, Lyn and Val Scott, Phil and Tracey Bunnage, Jim Davis, Mike and Carole Lester.



Top O' The South

THE TOP O' THE SOUTH REPORT

Of late, mother nature has done her best to discourage topless motoring. And she's dished up some cruel reminders that those wonderful summer days are no more. Regardless, the Top O' The South managed a couple of outings, timed, with partial success, to miss the worst of the southerly storms as they tracked north. But first things first, and a few words of our cars.

Top O' The South Cars

George Looman continues with the restoration of his TR7. If he and Helen need a target to aim for, then none more enticing than NW2019.

The Press came calling on Leon Broadbridge. They'd earlier ran a story featuring Leon part way through rebuilding his then newly acquired TR4. This time they captured the finished product, and a nice article on the completed restoration appeared in our paper on 18th March.

Jon and Cheryl Harrey turned up the other day in a recently purchased TR7 convertible. A stable-mate for their TR7 tin-top, and for their TR4. A new car for this region, and a welcome addition to the Top O' The South fleet.

Brent Cameron's Doretti had water-pump woes a few weeks back and Brent patronised the Register's spares service. We haven't had an update, but trust the Doretti's back driving Marlborough roads once more.

Andy Lee had his TR6 laid up while the head was being modified – a conversion to run unleaded. A few finishing touches to be done and he'll be motoring again.

My TR3A too is in for some surgery. As was the case with Andy's TR6, I'll have the '3A head upgraded and I'll also make the switch to unleaded. I'm waiting for a date to have the work done.

We are fortunate here in the Top O' The South. Ian Johansen, TR2 owner, (Reg DCS86, back cover, March 2016 TRansmission) has a business in Nelson, Precision Regrinds And Auto Parts Ltd. They specialise in high class reconditioning and machining and have carried out some impressive commissions. We have no hesitation in placing our engineering requirements with Ian and letting him and his Precision staff work their magic. They have a Facebook page. It's worth taking a look. There are photos and short video clips giving a glimpse of the workshop facilities and some of the projects completed.

Run To Mapua

On 8th April, fourteen of us descended on Mapua. We assembled at World Of Wearable

Art's car park in Nelson, the meeting spot for our Nelson and Marlborough groups and drove to Mapua in convoy. Avril and me (TR3a), Leon and Varley Broadbridge (TR4) and Brent Cameron in his Mustang with friend Keith along for the ride, comprised the Marlborough cars. The Nelson contingent consisted of Dave and Ali North (TR3A), Jon and Cheryl Harrey (TR4), Andy and Denise Lee (TR6) and George and Helen Looman in the family car while George works restoring the '7.

Lunch had been reserved at the Mapua Boat Shed Cafe. The cafe's located in a delightful spot. It's hidden away from public gaze, in the grounds of Mapua Leisure Park, and nestled beside the water's edge. I was to learn afterwards that the area is designated a "free" beach, where nudism is encouraged, and where sun worshippers flock to get an all-over tan. Oops, silly me! But we were there late in the season. Temperatures were low, and even the keenest of the keen wouldn't have dared disrobe. I'm tempted to arrange another visit. The height of summer, maybe..... (just thinking).

Leon knew a place of interest, (NOT the nude beach) and he'd arranged for us to pay a visit. So after lunch, and a snapped photo or two, we headed off, dutifully following Leon. Our cars made a colourful picture as we drove nose-to-tail through Mapua village. There were admiring glances as people watched us go by, tops down in the sunshine.

And Leon was right, he did know of a place of interest. Coincidentally, it was the former home of his and Varley's TR4. There was plenty to see. To add interest, the line-up included half a dozen classic cars. All old, original, unrestored, but nonetheless appealing. We spent some time pawing over the display, a virtual treasure trove of things old and collectable. And at that point we concluded the day's outing, with farewells and participants leaving for home.

That was the first big test of the restored Broadbridge TR4. It hadn't travelled far since



the rebuild and passed with flying colours. But Leon came prepared -- an alternative means of transport stowed away in the TR4's boot. Leon briefly unveiled it. Curious onlookers gathered, marvelling at the single cylinder, 29.5 cc creation. Hardly a Triumph, but certainly a triumph of inventive engineering. Thankfully there was no need to press it into service.



Avril and I elected to stay an extra day. Nelson shops to explore. Retail therapy to indulge. We were caught by a weather change. An early season storm came through, complete with a severe weather watch, dumping snow on the surrounding hills and making conditions seriously unpleasant. We delayed our homeward run, electing to stay until the weather system cleared.

Pelorus Cafe Outing

With the Mapua fixture out of the way, there was general consensus we should try for one more before winter's onslaught. It fell on yours truly to come up with something, and as the weather was growing unpredictable, I preferred an indoors venue equidistant

between our two main groups. I settled on Pelorus Bridge Cafeteria. We'd picnicked in the Pelorus Bridge Scenic Reserve a year ago, but never patronised the cafe.

I got in early and reserved tables for lunch. The cafe is very popular, in a stunning setting of native bush. It's a regular haunt of the Ulysses Motorcycle club on their Sunday jaunts. And visitors passing through, and tour buses calling regularly, ensure the cafe's a busy place. But we were o.k, a reservation secured for 27th May.

The weather forecast for the week preceding the 27th was ideal. Sunshine every day and little wind. And the forecast for the 27th carried the same idyllic prediction. In reality things were different. The week leading up was wet with rain every day. And the 27th was worse. The rain continued. It was bitterly cold. I delayed starting our one hour journey for as long as possible, hoping for a break in the weather. Predictions further west weren't too bad, and a phone conversation with Leon & Varley suggested Blenheim weather was improving. But it remained dismal in Picton. Come departure time, the temperature was only 8 degrees and the rain still heavy. In all fairness, I couldn't expect Avril to travel in such miserable conditions. With the risk of ribbing from the rest of the group, I decided we'd take my ute. And so we travelled in relative comfort. Dry, with a radio and heater, and without having to yell to be heard above the engine and road noise. We arrived courtesy of Mr Isuzu.

I misjudged the rest of the group. No ribbing at all for abandoning the Triumph in favour of Japan's offering. The others journeyed in relative comfort. Leon and Varley with the hard top fitted to their TR4, Jon and Cheryl in their newly acquired TR7 convertible, with heater and nicely fitting cloth-top, and George and Helen in the family saloon. The exception being Alan and Ann Blackie, arriving topless in their TR6. They were well rugged up against the elements, but what an outstanding effort. All the way from Collingwood - a round trip of 370 kms - in conditions not that good, sans top, and all for a very brief lunch. True dedication and their presence was greatly appreciated. Fittingly, they were bestowed the "Hardy Souls" award, a unanimous and popular decision.

Our cafe booking was a wise move. The arrival of the Austin Vintage Car Club swelled the number of diners, and there were many of them. Indoor tables were limited, so we swooped and got in first, and dined inside. The Austin devotees sat at the tables outdoors. It was more pleasant inside than out in the weather.

We didn't stay too long, aware of the shortening days, the fickle climate, and the fact that Ann and Alan had a three hour drive home. I'd have liked a closer look at the old Austins. There was a great line-up, from boat-tailed Ulster racers, to little saloons, to convertibles, etc. But, in reality, I only had eyes for Triumphs.

Cheers from the Top O' The South,

Bill

**Right - Jon Harrey
and Alan and Anne
Blackie**

**Below - cars enter
“sun-worshippers’
territory”**

**Bottom - cars and
team at Mapua**



Canterbury Tales...



Who would have thought it is now winter (it is the end of May as I write this) and we are still getting temperatures in the twenties here in Canterbury. I hope everyone is making the most of the opportunities to take the car out with the top down. I know of several Cantabrians who went along to the Ashburton Classic Rally and thoroughly enjoyed it, and a few more will have just got back from the Otago All-British Day.

Back in April we went to the Golden Panda in Rangiora for a Chinese meal which was well attended, and in May we were back at the Two Fat Possums in West Melton. This was very popular on our previous visit so we organised a return trip.

Now here is a little quiz to keep the ageing brains active. Of the two cars seen recently in Canterbury and pictured below, which one is more closely associated with TR cars? .

So now that you have had a moment to think about it you will have guessed it may not be the most obvious answer. One is a Triumph Dolomite made in the late 1930s, and a superb example it is too. Made by Triumph, but it is not a TR. The red car looks to have very little in common with the TR marque, but in fact it has a TR4A chassis and a TR6 engine, together with the glass fibre body it is known as a Jamaican. This car has been in New Zealand for a number of years but has only recently been put back on the road after a number of years in a collector's barn. It is a very smart looking car and rumour has it that it is quite a lively performer too.

Bryan and Carol



Above - Dinner at the Golden Panda



Below - Cars with Triumph associations

Bay of Plenty Travellers

SUNDAY OUTING

We gathered together at *Nourish Café* in Te Puna just north of Tauranga on the 6th May for a proposed run through to Thames. There were five TR's including a TR3A, TR4A and three TR6's, and a Spitfire.



We had previously met there the week before on Saturday for coffee, but, owing to a grim weather forecast and current rain on the day, decided to flag going any further due to the dismal climatic outlook.

Today we pushed on, with consensus amongst us deciding we would assess our further travelling north to Thames once we arrived at Paeroa. Over coffee and chit chat around a large table, it was agreed to retrace our steps from Paeroa for lunch at Waihi Beach RSA. As the day unfolded, the sky cleared and weather conditions were much more suitable for top-down motoring. Travelling in convoy gave the pleasure of observing the Triumphs powering along in an array of colourful models and gave the impression time had stood still since the 70's when British motoring was at its peak.

Following an enjoyable lunch of fish and chips in the comfortable surroundings of a large, warm restaurant with outstanding coastal views, we finally decided to take our leave. With the mandatory photo shoot of the cars followed by parting farewells, we cranked up our respective machines and headed for home.

McLAREN FALLS

On a beautiful, clear Winter's day following a lot of wet, cold, persistent weather, we decided as a group to assemble at the Western Bay of Plenty Council car park on a Saturday afternoon.

From there, a cluster of half a dozen or so cars including a couple of TR6's, a TR5, TR3A, TR3, Spitfire and a Holden, all drove up to McLaren Falls to the café for afternoon tea, coffee or hot chocolate plus biscuits or cake as preferred. We found a log table where we added a few chairs and settled in the afternoon sunshine enjoying each other's company.

The views over the lake were attractive in the late afternoon sun which filtered through the trees and across the water below our position. A handful of local and vocal ducks kept a keen interest on any available snippets of food as we whiled away the time in casual relaxation. Following a good hour or so of chatting and with the sun beginning to fade, we upped sticks and headed home.

As already arranged, we were to call into 78 Te Puna Road to participate in a pot-luck dinner prepared by the group and to then settle in for the evening to hopefully watch the All Blacks giving the French a sound beating at Eden Park. As it transpired the All Blacks won by a whopping 52 points to 11, but not before the first half was to the French advantage.

A good evening was had by all who attended and it may become a regular occasion during Winters of the future.

Ian



THE MAKING OF A METAL COCKPIT COVER

FOR MY TR2

I had been wanting to do this project for some time. I began following the Jabbeke car MVC575 on Facebook and when he showed pictures of the cockpit cover sitting on the car unpainted, that gave me a clue how I could do it myself.

I got three sheets of sheet metal from a local engineering firm, two for the sides and one for the top. I then rolled the side ones to give me the curve of the scuttle. I then masked up the area on the car I was working around to protect the paint. I started on the driver's side, the hardest side to do. When both sides were cut and fitting well, I drilled the fixing holes and screwed them in place.

The next job was to make the hole for the driver. I got a 10mm round bar and shaped that, I then folded the sheet metal on the driver's side around the bar to hold it in place. The next step was to lay the last sheet on top and cut the rest of the opening and fold the edge of that over the round bar to make it a beading, then I welded those two sheets together. All this is happening with the steering wheel in place!



time. When my wife got sick of helping me I had the neighbour come over and help to lift it on and off. I finally decided that was enough and it was time to prep and paint!

It had been ten years since I painted my car so when I got the left over paint off the shelf that was OK to still use but the 2 pack clear coat was rubbish. I painted the cover in base coat, 2 pack clear coat. It came out well but it just looked a bit more shinny then the rest of the car.



I just had to join the passenger's side to the top piece, then it was done. That became quite hard as I had to tack weld it together while it was on the car, then take it off without it bending out of shape. Off and back on the car it went trying to get it to fit better each

I covered the under side of the cover with black vinyl to go with the rest of the interior of my TR2. I chose to make the cover in 1.2mm sheet metal because, for me, I found it was easier to work with rather than aluminium or fibreglass.

I put a couple of photos of cars with covers onto my phone, so when I had spare time I studied them. I didn't use a tape measure or didn't make any templates when I designed the cover. I just did it by sight. It took a couple of months to make and hopefully it will stay on the car for a while (until the kids start complaining that they want to come for a drive with me!)

The cost? Under \$200 and one or two scratches around the car!

Shane Taylor



Tech bits and pieces

TRapped in a TR7

I have had difficulty exiting the vehicle while parked on a reasonably cambered surface, holding the door open while gravity is tending to close it, and simultaneously maneuvering my body uphill and out of the car.

When I bought my TR7 the spring loaded mechanism incorporated in the upper hinge assemblies was missing and the hinge pins replaced by a single 8mm shaft.

That single shaft passes through the area that the spring mechanism has to occupy so the person installing the shaft had to delete the spring etc.

The factory hinge pins have a short area under the head with proud splines which when pressed into the holes on the new hinge assembly, cut their way and jam securely into those holes.

The Service Manual directs that the door mounted section of the hinge be replaced along with new hinge pins.

New hinge plates and pins are no longer available. The springs were the only components available new and the hinge bodies were second hand from out Spares Collection courtesy of our very own Ian Harris.

The body mounted section of the hinge is welded securely to the "A" pillar and the hinge pin turns in the holes in these. The hinge pins must not turn in the holes in the door mounted section, or fall out.

My "Heath Robinson" solution was to take 8mm bolts with 25mm long unthreaded length and cut off the threaded length. Bend up some



fender washers and silver solder them to the hinge and use split pins to prevent the new hinge pins falling out. This approach has the advantage that the preparation is carried out off the car and assembly to the car requires no special tools, also the 8mm bolts and split pins can be renewed indefinitely.

One photo shows “raw” components , the other shows the hinge ready for assembly to the “A” pillar, including a temporary arrangement which is to be removed once the hinge pins are installed, for compressing the spring

Now the door stays open by itself while I organize extracting myself !

Stephen Rofo

Spare a Thought

This year's Spares and Indent order has been placed with Moss Europe. Some 400 parts are due to ship early July, with arrival in NZ early September.

I held up this order for a couple of weeks to allow for the arrival of a few large items to be included, rather than have them held by Moss for 12 months until our next order. In the end only 1 item was not available at the time of shipping.

I was in the UK in July and took the opportunity to visit with Moss and review the status of our order before closing it off. They run an impressive operation, and given the number of line items across all their catalogues, there are very few that are out-of-stock at any one time. One topic we discussed was their support for TR7 & 8. Their main argument for not currently offering parts is the regular availability of good quality parts and limited range. It is a situation they do review regularly and they may offer TR7/8 parts in the future.

In the meantime Rimmer seems the best source and I had discussions with Rimmer at the TR International Weekend about how we could offer a pricing benefit to our TR7/8 owners. Watch this space.

Cheers

Ian.



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 2.2 Lit), 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

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 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 1973 TR6 PI

Overdrive, hard & soft top
Dunedin

Present owner 19 years

Regd. Warranted until 2 May 2018

Good, tidy condition

03 4817866

TRansactions

WANTED

TR2 or 3

I'm looking for an early TR2 or 3, that is ideally a Kiwi car.

With limited garaging (hey that's Auckland) it would be tricky to undertake a restoration project.....
therefore a restored car would suit better.

I love TR's, and would love to be a TR custodian of an early car!

If you are considering saying 'Goodbye chuck' to your pride and joy, I would appreciate a call or email. The car is for my wife and I and will be our treat!

Thanks
David Millar
021-6111-42
d.millar@xtra.co.nz

TR3A parts

Badge-bar and Jaeger
Water Temperature Gauge

Bob Birdsall
jandbbirdsall@xtra.co.nz

CAR....TOON CORNA

To attract men I wear a perfume called "new car interior".

This car was so exciting, I actually needed
windscreen wipers on the inside

YOU CAN'T BUY
HAPPINESS
BUT YOU CAN BUY
CARS
AND THAT'S KIND OF
THE SAME THING



Auckland Pub Night



Waikato team around the Excalibur



Bay of Plenty team gather for run to McLaren falls - P32

The TR7 is now available with optional breezes, sunsets, moon, stars and smell of morning dew.

