

Transmission

Merry Christmas



#177 December 2018

Official Magazine of TR Register of NZ



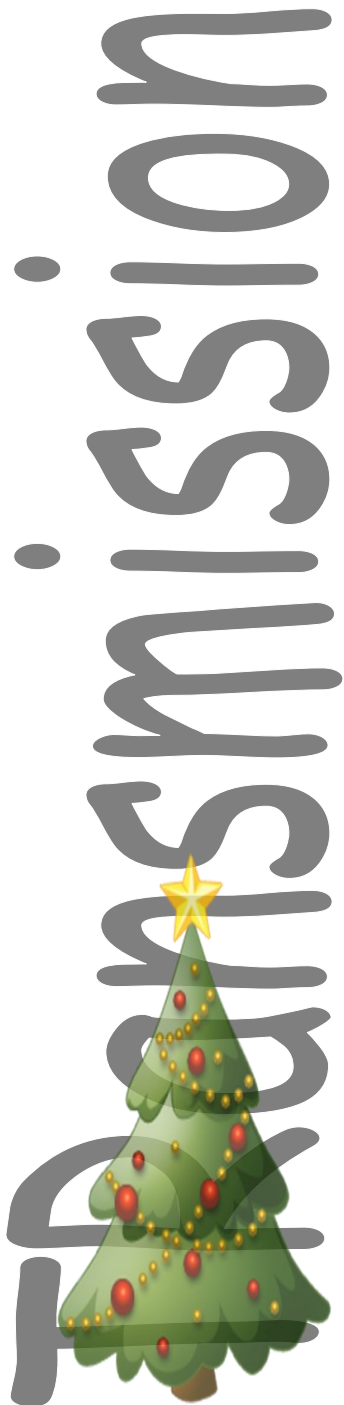
Waikato team on Mangakawa run



Auckland cars take shelter at Auckland Triumph Car Club 'Show n Shine



Deep South Group End of Year Run at Curio Bay



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FRONT COVER

**The Wairau Valley
Tavern and bridled
horse power, 1880,
then unbridled
horsepower, 2018**

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

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TRanSport

Well, only a few more sleeps till Christmas, my how the year has flown by.

I trust the fickle weather of late has not restricted your ability to get out in those TRs, I have certainly taken advantage of the sunny days. Although I am aware of a few event cancellations due to the abundant liquid sunshine.

Of significant note in the wider TR world, is the stunning achievement of the recently restored “Jabbeke” TR2, being awarded “Car of the Year” at the prestigious Historic Motoring Awards in London recently. Beating off stiff competition from the 5 other nominees, an Aston Martin DB4 continuation, a Ford Mustang 390GT Bullitt original, a Land-Rover R07 pre-production model, a Porsche 911 RSR ex-Le Mans, and a Lamborghini Marzal concept car. Through these pages, I must extend our congratulations to all involved in the TR Register UK.

I was fortunate to be able to view this car at the TR International weekend in Lincoln in June, as it sat alongside TS2. (photo below) What a credit to all involved in both restorations. (Not that NZ restorations are to be sneezed at.)



Here's wishing you all the very best for the festive and holiday season. Let's all enjoy our cars as much as we can and please pay extra attention to the “less capable” drivers on our roads. Stay safe.

Merry Christmas

Ian H.

Spare a Thought

A flurry of spares sales resulted from my mentioning in the last TRansmission that the Moss order had arrived.

And as contrary as life is, I had a burst of orders for the same part (GWC1154) and ran out of stock within days. (I have since brought a couple more in with some non-stocked parts on a personal order from Moss.)

Whilst occasionally I curse the spares, it is very rewarding to have members email, or call, seeking help with a particular problem or access to a non-stocked part. It's not always that I can help, but sometimes I can recommend a way forward, either through other members, or a specialist supplier.

It's also good to see the fruits of a member's restoration project, where I have been involved in supplying parts. And a case in point was seeing the newly restored red TR6 of Bill McSherry, who brought it along to the AGM and Club Night in Auckland last month. Well done Bill.

The spares list on the website will be updated occasionally to reflect current stock. It's debatable as to whether the stock list should show what we normally carry, or what we currently have available. A bit of a double edged sword, but I'll stick with showing what's in stock – for now.

Well, I'm off to fit those non-stock items I got in, mainly a mirror base that got broken when I had a new windscreen fitted recently. It a bit disconcerting when the mirror drops in your lap on hard left hand bends.

Cheers

Ian H.



EDITORIAL TEAM

TALK

Welcome to the final edition of TRansmission for 2018.

We certainly got a buzz out of bringing the mag to you each quarter and hope you enjoyed reading it. It's you, the members, that determine the content, so thanks to many of you for keeping the material coming.



In the recent past there would have been a calendar accompanying this magazine, but the small number of photo entries for 2018 led us to the view that it was time for a break. Thanks very much to those who provided photos in past years - you contributed to something that members got a lot of enjoyment from, for a number of years.



Driving activity among the regional groups is clearly picking up and the next few months are of course the prime time for TR activity, including the Nationals in late Feb and early March. The Gold Fever update on Page 11 confirms it's going to be a fantastic gathering.

So, farewell from 2018, have a wonderful Christmas with family, friends, and hopefully some TR fellowship, and our best wishes for 2019.

Merry Christmas.

Stephen, Trevor, & Brian

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Waikato Wanderings

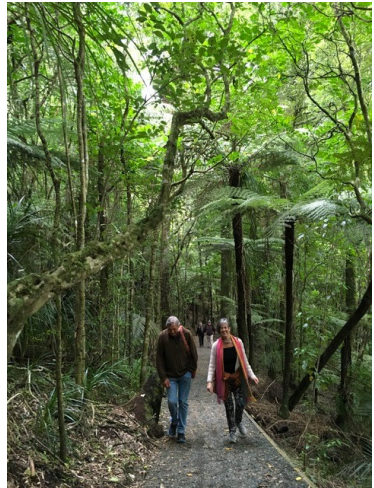


Bush walks followed by more pot luck lunches was the focus of our group's intention over the coming months and we managed to achieve our goals with much pleasure. It was great to try something a little different and everyone that could attend thoroughly enjoyed the events of October and November as reported in the articles below.

Mangakawa Nature Walk

11 Km north of Pirongia is the Pirongia Forest Park and this was to be our first port of call after assembling at our home on Kaipaki Road. The Mangakawa Nature walk is one of the many walks to explore on Mt Pirongia and we chose this one as a good entry walk given it took about an hour to complete and the walking track was easy so ticks all round.

'This walk meanders through an ancient forest, with large rimu, kahikatea, tawa, pukatea and kohokohe and takes you to the beautiful Mangakawa Stream before looping back. There are numbered posts at points of interest along the walk and illustrated signs to further your understanding and appreciation of this special place.' Well, it did not fail to deliver; the canopy of native trees was beautiful, and the sound of the running water encouraged you on to discover the source which was of course the Mangakawa stream with its crystal-clear water. The track was well maintained and it is a favourite visiting place of families with young children and many school groups, so we fitted in well and what a wonderful way to explore this stunning part of the Waipa with our TR buddies.



Of course, we had to replenish that energy spent so meandered back to Kaipaki Road for a shared BBQ lunch. The consensus was we should try a more challenging track next time to take in a little more of what The Pirongia Forest Park has to offer. It is a trip we can highly recommend to other groups that are keen to do something a little different and escape the heat of the summer under the cool canopy of our New Zealand Forest.

Pub Night, but not as we know it Jim.

It was time to break from the tradition of heading to the Prince Albert Tavern in Cambridge for our monthly meeting. Kevin and Elizabeth offered their home as a destination for the meeting and so on a rainy old evening we all headed into the country to their wonderful home, chilly bins bulging with good food to share and spirits high with tales to tell of adventures spent since our last get together.

The BBQ was lit, and the menfolk huddled, well as close as menfolk huddle when not in a rugby scrum, under the shelter while Kevin took control of the BBQ and proceeded to cook up a storm. Pumpkin pie was part of the menu to satisfy our international members, awesome, and the table was laid out with colourful salads, home made breads and offerings from the fire, so all in all, an enviable selection.

We all enjoyed the warm hospitality offered by Elizabeth and Kevin, we thoroughly enjoyed exploring their fabulous garden and views and left for home with full bellies and another super awesome gathering memory to reminisce on in times to come.

So, what is next on the agenda...Christmas of course and summer motoring to follow and it will be with much pleasure that we report back to our fellow TR enthusiasts in the next TRansmission magazine.

Happy Christmas everyone and safe motoring to you all.

Best regards

Peter & Diane Parker



**Men huddling bottom left,
apparently (read article).
And Mangakawa Nature visit.**



City of Sails Area Report

Greetings to the Faithful, the keepers of the Marque, and welcome to the final quarter of 2018 report from our Northern most region! (To date) I would love to say we have been busy here enjoying all our planned runs, however the weather took a toll again in November, with the much anticipated first of a series of runs to Auckland's Regional Parks having to be cancelled, Bugger. As I write this report it is another dull and gloomy day outside with rain, rain and more rain on the radar. Arrrgghhhh.

I just want to firstly follow up on an article I shared in last quarter's report. I have been approached by a couple of members for information on where I got the LED bulbs from, so I have attached details here for those others who may have an interest.

October started with our Pub Night at The Good Home, and a good night it was with some of our newer members joining us for good food and good conversation, as is the norm at just such occasions. Updates from those doing restos high on the list of conversations, as was the upcoming annual 'Isadora Duncan Rally'. Fingers crossed for good weather.

Thanks to Murray and Stephanie Booth who once again organised the Isadora Duncan Rally. A bunch of hardy souls turned out Sunday 7th and while a bit overcast there was enough SUNSHINE to suggest a good run was on the cards. Starting with coffee at Westgate, 13 cars headed off north through Huapai, Coatsville, Orewa, Warkworth, and Matakana before finishing up at the Managawhai Tavern for a nice lunch and refreshments, prizegiving and of course tale-telling.

A TR2, 2 TR4's, 5 TR6's and a Spifire were joined by a MX5 (the Cannons from Whangarei, owners of a TR3) a Porsche (the Thompsons who recently sold their TR2) and a Lotus. The Haymans of Snells Beach joined us along the way in their TR2. Lunch saw 28 of us enjoying each other, the good food, and some musical entertainment courtesy of a local three piece, Outstanding!

I was most fortunate to have my youngest daughter Juliet along to navigate for me, and as I was not involved in the organising, got to participate in the Scavenger Hunt, Q & A, and We Won!! Woo Hoo, big thanks to Juliet who kept dad on track. Other winners on the day included the Hendrix's, Kemps, and Tinklers. A great outing once

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again, thanks to the Booths! And thanks to all those who turned out for the run.

November began with the TR Register AGM, this year again held at the Horse & Trap, with their excellent facilities. No changes to speak of with Office Bearers continuing as before, Committee unchanged, but notices of changes to come from some, our President Ian Harris will no doubt expand on the AGM in his report.

The following weekend was the date for the annual Auckland Triumph Car Club 'Show n Shine' a staple on the Group calendar and attended again by a good cross section of our members.

One thing is patently obvious from the photos attached. It wasn't sunny, no, not at all. A day that started with a very pleasant drive around the bays along Tamaki Drive, in warm sunshine, finished with us all sheltering under the Group marquee with heavy rain making for an unfortunate conclusion to proceedings. A TR2, 5 TR6's, a TR7 and a TR7V8 Race Car making up the Register's section of a collection of 38 cars overall.

Good Venue, good company, so we'll come again, of course.

November would have been our busiest month were it not for the weather affecting the inaugural Regional Parks run to Waitawa. This run has been postponed until 2019.

December will once again have the Pre-Christmas Breakfast Run to Snells Beach, another popular annual event, and the month kicks off with our President staging our Pub Night at his own home with a BBQ. This event last year was a goodun and we will all have fingers crossed that Ian's wishes for good weather reach a higher medium!!

2018 is ending and I want to wish All TR Register Members a Great Christmas and New Year period. Be safe, enjoy your families, find time to relax and enjoy your TRs and I hope to see some of you in 2019.

"It's Never Far, In A TR"

Steve Martin



David Snellings Race Car, looking resplendent and drawing attention from Malcolm, Murray and Ian. Nice Car!



GOLD FEVER

What a fantastic response we have had from members to our invitation to attend the 2019 TR Nationals on the West Coast next February and March. We have over 70 cars registered and the attendance is now 148 people, including 12 from Australia.

Our initial meeting place is Monteiths Brewery on Herbert Street, Greymouth on February 28th. Monteiths opens to the public at 11:00am for food, drink and brewery tours so you can arrive whenever you like. Let the staff know you are with the TRNZ group and you will get a discount on the tour. The registration desk will open around 4:30pm, and we will use the Topia Room for the Meet and Greet. Food will be served at 7:00pm and there will be more tours during the evening for those that are interested.

A reminder (in case you hadn't noticed,) the theme for the weekend and especially Saturday evening dinner is GOLD FEVER. Be prepared!\

GOLD RUSH

And then we have an after-tour to blow your mind. Excitement, adventure and driving pleasure down the coast, across the Southern Alps and through the Otago and Canterbury countryside. More mountains, lakes and rivers.

We are looking forward to meeting you all on February 28th in Greymouth.

*The Organising Team
Assay Office, Christchurch HQ*

**TR Register NZ Inc. National Weekend
Greymouth and the West Coast 2019
Thursday 28th February – Sunday 3rd March**





Deep South Group

The end of another year and the last report for 2018. It has been an eventful year during which we have lost a couple of members but gained some new ones so it all balanced out. The monthly dinners and get togethers have been, as usual, well attended. We enjoy catching up with the happenings around our patch and we would like to thank all the members who organised the various nights throughout the year - we certainly had a variety of meeting places. There has been a bit of movement of members cars over the year, some having changed hands and a few are still waiting for the right buyer to come along.

We wound up our year with the annual End of Year Mystery Tour, this year down through the Catlins to Invercargill then through to Bluff and home via Gore. A great three days on the road which included plenty of excellent food, scenery, weather, laughs and using the TRs the way they should be used. See separate story from next page.

While in Invercargill on the End of Year Run, we managed to catch up with Jim and Shirl Wilson who were members of the register for many years but resigned when they sold their very nice red TR5. Many members may remember them. They wished to be remembered to members of the register and still harbour nostalgic memories of their days on the road with their TR and the fun and fellowship they experienced.

It was great to see three of our members taking part in the Targa rally which went through our patch recently. I had a great view (see photo right) of John Langley as he sped through the Saddle Hill section of the rally. Unfortunately, John had mechanical problems and did not manage to finish but he looked and sounded impressive when I saw him. The other Deep South member involved was Rod Corbett who was the overall rally organiser. Rod was extremely busy pre-rally getting people to sign up to take part in the event and keeping people informed on what was happening and where. Just to keep it in the family, Anne Corbett was an entrant also, rallying her Morgan. *See article Page 16.*



Finally, to the rest of the TR Register members throughout NZ from all of us here in the Deep South, we would like to wish you and your families a very Merry Christmas and a great New Year and look forward to catching up with many of you at the Greymouth Nationals.

Jane and Trevor

Deep South TR Group

2018 End of the Year Tour

Here is the forecast! “Heavy rain, gale force winds, possibly snow down to low levels. We are recommending that all farmers in the low-lying areas get their stock to high ground”. This was the forecast just days before we were due to set out on our annual End of Year Mystery Tour. There had already been floods and roads closed due to snow and there were constant warnings not to go out if you did not need to. Just what you want if you are an organiser of a three-day motoring event.

Robyn, Owen, Vicki and Mark took all this onboard and in true British fashion said, stuff it, we are still going. After all we will be in British cars and we have to show the stiff British upper lip!!

As it turned out, when the entrants turned up on the Friday morning at the assembly point the rain had stopped and to show their defiance entrants had their roofs down. After the official welcome from the organisers and the tour briefing we were off heading South to the first of many mystery destinations we were to be given as the days passed.

Our first stop was Owaka and the Catlins Café for coffee and to meet up with the Central Otago members. This was followed by a look through the Owaka Museum, a most interesting place, well worth a visit. Alan and Norma Parks were able to add their stories and memories of their own families who had association with the area to the already informative displays.

We left Owaka and carried on south on the Southern scenic route through Waikawa and on to Curio Bay for lunch and a tour of Curioscape, Curio Bay's brand-new tourist experience. If you are ever travelling down through the Catlins this place is a must. The food is first class at the restaurant as is the Curioscape experience explaining the ancient geological beginnings, the forces of nature and the people who transformed life on the coast.

After checking out the 180-million-year-old tree fossils and the obligatory group photo up on the headland over looking the area, we headed off to Invercargill via the coast road and a 36km detour just to make it interesting. Our accommodation for the next two nights, the Ascot Hotel.

At this point I feel I must mention, the temperature was a balmy 20deg, the sky was blue and the forecast for the next few days was superb. Eat your hearts out the rest of NZ here we were in the Deep South with lovely balmy conditions. If this is global warming, bring it on!!



Saturday morning. Oh dear, another great day, looks like we will have to spend the day with the top down!! At the briefing this morning we were advised that we had been organised to have a look around Bill Richards' "Transport World," the largest private automotive museum of this type in the world!! It all happens in Invercargill. What a great experience. A petrol head heaven. From probably the most complete collection of Model Ts in the world to trucks, petrol pumps and motoring memorabilia and WOW style women's clothing from the Hokonui fashion awards. It was all there for us to see. This display is a must.

All too soon we had to leave Transport World and make our way down to Bluff for lunch at Oyster Cove, the restaurant at the end of the road, overlooking Foveaux Strait and the much-photographed world destination sign post. How often can you be enjoying a sea food meal while watching the fishing boats coming and going?

While we were there Doug and Viv Osborne introduced us to Doug's sister and her husband, Lois and Evan Penniall, car nuts who live two houses away from the restaurant. They extended an invitation for us TR car nuts to come along to their house to have a look at their car collection and what a collection it was, two hot rods and a collection of Chrysler Valiants, one of which Evan is in the process of restoring. Many of our group took the opportunity to have a look at the collection and came away most impressed.

After making a detour to the top of Bluff Hill to take in the remarkable views you get from there it was back to the Ascot Hotel for drinkies and a social hour before being picked up and bused back to Transport World for dinner. The end of a perfect day.

Sunday dawned sunny and warm as usual in Invercargill and today we went to view Motorcycle Mecca. Like Transport World, this place is a must when you visit Invercargill. It's a world class display of over 300 classic English, German, New Zealand and American motorcycles. To say it is breathtaking is doing it an injustice. It's a display of the birth of the motorbike and through until we became Japanised. Eventually we had to leave this place but not before we had our obligatory cup of coffee and a chance to catch up with Jim and Shirl Wilson who in their past life owned a very nice and rare TR5.

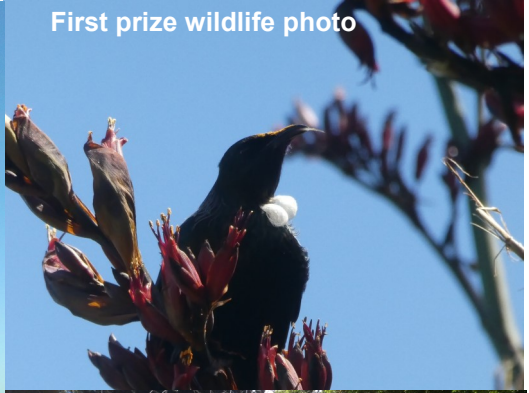
This time our destination was Gore and the Thomas Green Public House for the end of run lunch and prize giving. Over the weekend the challenge had been issued by Vicki, Mark, Robyn and Owen for entrants to photograph wildlife we may come across during our trip. Little did they know how seriously the entrants would take this challenge. The organisers spent much of their drinking time on Saturday night heads down over photos trying to sort out a winner. After much debate and weighing up the size of the bribes, they came to the decision that Trevor Deaker took the prize with a great photo of a tui sitting on a flax bush flower. Well done Trevor, a worthy winner. Runner up was Lauren Watkins with a photo of a very human looking turkey. The similarity to Peter was remarkable!

The weekend was over. With final goodbyes it was on the road home and back to the real world. The end of another great End of Year Mystery run. Our sincere thanks to Robyn, Owen, Vicki and Mark for all the work and time they put into organising the event. Your fellow Deep South members thoroughly enjoyed every minute of our time on the road.

Jane and Trevor



Lost at Bluff?



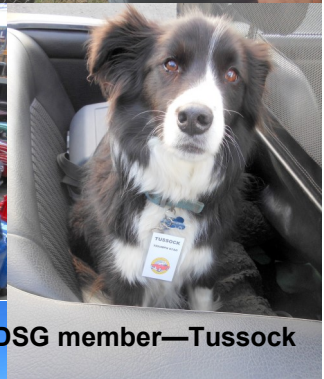
First prize wildlife photo



Second prize. Similar shapes?
Ostrich and turkey?



Transport World



Latest DSG member—Tussock



TARGA 2018 VCC-TIME TRIAL

A Vintage Car Club Time Trial was introduced to Targa for the first time this year. This new division was the brainchild of Rod Corbett, a well-known TR3 owner who has campaigned his vehicle in previous Targas with wife Anne.

The concept of the time trial was pretty simple. You get to complete all the touring and special stages of the serious Targa competitors, the difference being that you have to keep to average nominated speed. There were two options 50km and 70km. In the event all 21 entrants opted for 70km but several struggled at times to meet it. The course becomes an exercise in precision driving as opposed to a speed event.

There were two TR's entered, myself (Navigator: Graeme Oxley) in a TR4 and Lyn Scott (N: Barry Newcombe) in their TR7.

The event was run in Otago and Southland. There were five days of competition, 29 special stages, and 2500km driven in total.

My TR4 was ideally suited for this event having been set up by the previous owner for track racing. I modified it to make it more friendly for the road. The enhanced power, torque, and acceleration proved very useful in tackling some of the very steep sections and recovering lost time- something an entrant in his standard Morris 1300 struggled with. Being lowered, however, meant I had to take care at times.

Each vehicle was equipped with a Rally Safe unit which provided the navigator with very accurate speed and distance information and allowed the race organisers to keep track of us at all time. Not only in terms of where we were but what speed we were doing. All VCC participants were restricted to 130km max on the specials stages. If you exceeded this speed the Rally Safe unit would flash and you were penalized. The unit had several other useful features including: being able to signal to headquarters if you were broken down, and being able to signal to the car in front that you wished to pass.

The special stages varied in length from 6- 40km, and difficulty. Pace notes were not permitted and as a result there was many a brow that gave us a fright. Overtaking was permitted. The navigator was keep busy throughout advising the driver of hazards and instructing on speed.

The TR4 performed well until after lunch on Day 3 inland from Oamaru on a special stage where it cut out completely on a very dangerous corner. We managed to push it out of harms way and once the stage was finished it had a ride on a flat deck to Oamaru. Once we sorted the electrics we took off to Dunedin to rejoin the trial. On arrival in Dunedin I checked the radiator water level and to my dismay the water was foaming. While the car was still driveable and performing well no doubt the gasket would have fully blown as we pushed hard on the next special stage. That could have compromised the safety of other participants, so regretfully

decided to withdraw.

The event was extremely well run but things didn't always run smoothly. For example, there were two special stages where school bus drivers drove past closed road signs and onto the course. Needless to say everything went on hold until the bus was tracked down and officials were absolutely sure the bus was off the stage.

There were two other major divisions in the Targa, the main competitive event and the Tour. The latter group had to follow a lead car and no overtaking was allowed. It seemed like a procession to me, albeit a high speed one. The smartest driver in this group was Peter Lyttle driving a 1966 Iso Grifio. He elected to be tail end Charlie throughout, keeping clear of all the testosterone and he had a ball.

Rod and Anne Corbett did a brilliant job pulling this event off. My only criticism is they didn't bring their TR3. The event is almost certainly going to be on in the North Island. TRs are ideally suited to this event.

John Langley



Distraught navigator learning that the Targa was all over for him



Corbett's Morgan waiting with the TR4 for the start of a special stage

Hawkes Bay Happenings...

The call came around very quickly this time to arrange our reports and not much has happened. It is rather difficult to pick what the weather might do each day. When even a blue sky is threatened with large black clouds building up from any direction. The wind seems to change 360 degrees during a day, but at least it is mild. I don't know what happened to our drought but the farmers will be happy.

A couple of Club Nights were well supported with chat about winter holidays. We are now approaching the 'silly season' when people are so busy TRs tend to be left in the garage.

Our Spring Run on November 11th saw an overcast and cool day and only 2 cars arrived at the meeting place – our TR2 and Steve in his TR6. We set



off and stopped at The Paper Mulberry Café on SH2 south of Hastings where we met up with Bruce & Trish in their TR2 and had a coffee and a chat. On to our next stop via Te Onepu and Raukawa Roads. Te Onepu is a well known hill climb venue in Hawke's Bay and I was very pleased with the way our 2 pulled up there with the 98 octane fuel I had put in – it makes quite a difference to the running.

GodsOwn Brewery was our next stop and by now the day had warmed up nicely so what better to do than sit outside and sample some beers. But first some questions about the hops that were planted. We think of them only being grown in the Nelson region but these ones have been in for 3 years and are performing quite well. Brewer Godfrey explained about the looking after of them and said that at their peak growing time they can grow about 30cm a day!! The frame that supports them is about 5 metres high then after harvesting the vines are cut back to just above ground level. So a flight of 6 beers to taste going from a light lager to a dark porter. Some interesting flavours but not all to our liking, but that is the way it is with beer – everyone likes something different.



Our lunch stop is just a few hundred metres along the road at the Chook & Filly Café. It is a while since we have been here and the last time the food was a bit ho-hum.

Today there was a warm welcome and the food going out of the kitchen looked very tasty. We ordered then the owner came out to us and asked if the ladies would like to feed the alpacas that were

up on a steep hillside nearby. So he called out to them and they trotted down to the fence where Trish and Joy were able to feed them with some shrubbery – careful of your fingers! The soft coat was interesting to stroke and with these being ‘pets’ they were unlikely to end up as meat – just a regular shearing. Our meals arrived and were indeed very tasty. It was well worth a re-visit and we will call again. As the afternoon drifted on it was time to head for home until next time.

At the end of November Joy & I hosted Robert & Yvonne Longstaff from The Chiltern Group of the TR Register UK - this is based around Oxford. A pleasant evening over dinner talking about their trip around NZ and also the TR Register in the UK. They own a very smart looking TR5 in midnight blue.

A couple of events are planned for December and then it is next year. Check out the TR Register website on the home page under Hawke’s Bay region for our events which I endeavor to keep up to date.

A very Merry Christmas and all the best for 2019 to you all from the Hawke’s Bay Group.

Safe motoring



Graeme & Joy



Top O' The South

THE TOP O' THE SOUTH REPORT

The Wairau Valley Tavern stands defiant, resisting demands of the changing hospitality scene, and refusing to offer such outlandish choices as a flat white, a cappuccino, or a long black. Good homely fare is its forte'. Time-honoured and honest.

Opened during 1880 in the horse and cart era, the tavern has withstood 138 years. It has played host to early pioneers, to the local farming community, to travellers up and down the Wairau Valley, and in more recent times, to visiting classic car groups and motorbike enthusiasts. That it has endured for so long is a feat to be acknowledged. That it has survived in such an isolated spot, save for a thinly spread rural community, is even more remarkable. Worthy of a visit, we reckoned.

Come Nov 18th, and fifteen of us made the trip. The Nelson cars driving down the valley, and those from Marlborough driving up, each converging on the tavern at noon. The models of the Register were well represented, reflected in Brent's Doretti, my TR3A, Leon's TR4, Terry's TR6, Andy's 6 also, and Jon's TR7 tin-top. George and Helen arrived in their ute, the TR7 laid up while George puts the finishing touches to his restoration project. "Not long to go now" assures George. And we're looking forward to another christening – with the TR7 being centre of attention.

We were honoured with a couple of guests. Dennis, from the Marlborough Vintage Car Club joined us, and Harold came along in his Triumph Stag. Nice sharing our day with others. And the day dawned fine and sunny. Contrary to dire predictions threatening rain, there was none. We enjoyed topless motoring, the weather most agreeable.

The Wairau Valley Tavern lived up to its reputation. Old. Very old. A relic from those early pioneering days, the photo's festooning the walls sepia witnesses to an earlier time. And the hospitality was warm and cordial, and dining outside in the spring sunshine came easily. Lunch was leisurely, the country atmosphere conducive to good conversation, and there was much to catch up on since Havelock's September outing.

We lingered as long as we could. Eventually it was time to move. Replete from Dave's cooking, we departed. Firstly, in search of a horse and cart to photograph, and then to head for home. For the Marlborough contingent, an outing of approx 130 kms. For the Nelson group a little longer, but a pleasant way to spend a Sunday. Great scenery. Good roads. Sparse of traffic.

And now, as if anybody needs reminding, the festive season is but a few short weeks away. And if, by chance, I have a wealthy aunt reading this, a portfolio of petrol company shares would make a wonderful Xmas gift. So practical, and guaranteed to be put to good use.

From the Top O' The South group, 'Season's Greetings' and best wishes to all.

Bill



Good ol' country hospitality



Canterbury Tales...



My dad flew with Bomber Command in WWII, and there were occasions when his aircraft got a bit damaged. Often it could be patched up by the ground crew but if the damage was severe then the airframe would be unbolted into five pieces – two wings, tail, centre and forward fuselage sections. Any undamaged pieces would go straight to an assembly line, the rest would be scrapped or sent for repair followed by re-assembly. The possibility of any of the pieces ending up together again on the same repaired aircraft were remote. Only the forward fuselage section retained the commission plate and therefore the identity of the old aircraft.

My TR2 is a bit like that at the moment. Lots of parts are in boxes in my garage as I wait the return of the chassis and body encased in fresh paint. When it is re-assembled there will be many new parts so could I call it my same old TR2? When does it become a different one? Quite frankly it doesn't make any difference as long as it's a fun drive!

Talking of fun drives, back in October ten Canterbury cars set out from Café Izone in Rolleston to Geraldine via Rakaia gorge which is a beautiful stretch of road. We had lunch at The Brewery on the way out to Fairlie. If I remember correctly it was quite a nice sunny day but we haven't seen much sun since then have we. Not that the weather makes a huge difference when driving Japanese (see photo.)

Dinners in Canterbury are still being well attended. Speights Ale House, Riccarton in September, The Good House in Wigram in October and the ladies had a real treat in November when we went to The Beach in Sumner. It wasn't exactly warm and sunny, but looking through the windows onto the beach revealed the local life



Some larrikins at The Beach in Sumner

guards doing their warm-ups on the sand, Baywatch NZ style. The view was popular with some, but sorry, I didn't get a photograph. However I did find a nice glass of merlot and a plate of salmon quite sufficient for my evening entertainment.

Bryan and Carol

PS When in the UK earlier this year, I found the two pictures bottom right of the next page.



Several genuine TRs and a wannabe TR at Geraldine



Triumph

The Triumph marque originated in 1885 when Siegfried Bettman and Moritz (Maurice) Schultz founded Bettman and Co. selling bicycles in London and in 1889 moving to Coventry as the Triumph Cycle Company Limited.

In 1902 the company diversified into making Triumph Motor Cycles using bought-in engines. As the business developed, Triumph started manufacturing their own engines.

By 1918 Triumph was the largest motor cycle manufacturer in Britain.

The company became known as the Triumph Motor Company in 1930.

Financial problems encountered in 1936 led to the sale of the Triumph bicycle and motorcycle operations. In 1944, Triumph Motor Company and the Triumph marque came under the ownership of the Standard Motor Company.

In 1946 the Triumph Roadster was launched, followed by the Triumph Retriever and the Triumph Mayflower.

In 1950 a decision was made to use the Triumph name on sports cars and the Standard name on sedans.

The Triumph TR2 was introduced in 1953. This was the first of a series that would last until 1961.



The Standard 8 and 10 models sold reasonably well, but the success of the TR range led to the Triumph name being used on their replacement model, when in 1957, a new car was offered as the Triumph Herald.

Leyland Motors Limited bought Triumph in 1960 with subsequent mergers leading to the formation of British Leyland Motor Corporation, in 1968. Throughout the 60s and 70s, Triumph introduced a succession of sports and sports cars, including the Dolomite Sprint (in 1973) which was very advanced, having a 16 valve, 4 cylinder engine.

The TR7 was the only eleven litre introduced under British Leyland. The Ascari, launched in 1988 (essentially a Honda) was the last Triumph model with the name withdrawn from use in 1984.

The trademark 'Triumph' is presently owned by BMW.



Early Petrol; Origins, Usage, distribution and storage

In the late 1800s many homes were lit and some heated by oil, especially those not in towns and city's where piped gas made from coal was available. Whale oil had been popular for lighting, but Paraffin - Kerosine outside the UK - replaced it from the 1850s. Paraffin is distilled from Crude oil - correctly known as Petroleum.

Carless, Capel and Leonard were based in Hackney Wick, East London and were a chemical firm who processed crude oil. They then sold heating and lighting oil in over 1500 outlets around the country. The lightest fuels separated by the fractional distillation process evaporated too easily and could explode - so it was sold off as a cleaning fluid in chemists, cycle shops, ironmongers and other shops stocking their oils.

The early exponents of the internal combustion engine discovered this cleaning fluid was perfect for their engines, so what was almost a waste product soon became very desirable. The blue enamel container, with the long spout is an early petrol container, and would be used to refill the motorcycle via its very small brass filling cap.

Carless Capel and Leonard first used the name Petrol in 1897, and tried to stop other firms using it. Most other manufacturer's used the word Spirit - this is why the petrol companies' enamel advertising signs in the stairwell and around the Museum mostly refer to motor spirit, not petrol.

Bay of Plenty Travellers

SPRING OCCASION

October the 14th was certainly the ideal day to get all the BOP Triumphs and their drivers out for a very pleasant drive up and down the local roads for a country ramble.

After assembling at Nourish Café in Te Puna, having partaken of our respective coffees and teas, we set off with fourteen vehicles in convoy. It was a truly beautiful day after experiencing some quite patchy weather earlier during the week, so hence the great turnout of cars, overdue for a brush off of Winter and Spring cobwebs, for a drive into the hilly roads under the Kaimai Ranges.

We drove up the Whakamarama Road past the primary school and on to Odey Road, turning around at the Puketoki Reserve. A number of our group were left to drive on later having been split up by highway traffic. Back down the same road, we turned into Ross Road taking in the spectacular distant view of the harbour, then turning back to drive down Youngson Road, meeting the Old Tauranga Highway junction, and following that road across to meet Esdaile Road. We all drove cautiously at that point over new seal that had only just been laid, wishing to avoid tar on the body work of some very smart cars.

At the top of Esdaile Road, we turned into Wainui South Road and after winding our way around more hills, taking in great views, we arrived back at the main highway. Instead of turning right across the highway we continued north and pulled right into Morton Road driving to the top to take in yet another inner harbour view, then back down Prestige Road enjoying the site of fat Shorthorn cattle and their calves basking in the sunshine in acres of lush grass.

On returning to the highway we turned left and drove back towards Omokoroa then on to Plummers Point Road and along the gently turning inner harbour road until we came to our picnic lunch spot, Huhurua Park, with plenty of parking and a beautiful grassy spot surrounded by avocado and orange trees. In a grand circle we ate our lunch and relaxed amongst old friends and new. Altogether, 24 of us made the most of another perfect day in the Bay of Plenty.

Ian



Drive Your Triumph Day

February 10, 2019

Dear Fellow Triumph Owner,

It's time to make plans for Drive Your Triumph Day, February 10, 2019.

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, which is celebrating our 60th anniversary.

As you may remember a few years ago, I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today.

The first year about half a dozen members participated, and it's been building momentum every year since. Last year I received about 250 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA. I'm hoping to double that number this year!

The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, where ever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway.

Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

This year February 10th falls on a Sunday, so lets make this a big worldwide event with club drives and lots of photos. Remember, it's a new photo taken on February 10th, 2019.

Please feel free to send this on to other Triumph Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last year a few Standard Clubs joined in too, which is all good.

Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th.

Regards,
Rye Livingston
Activities Chairman
Triumph Travelers Sports Car Club
Celebrating our 60th Anniversary

All the photos below are from the website mentioned in the article.



Blast from the Past...TR7



History provides hindsight that lays bare good decisions and bad, and the more time passes, more balance sometimes appears between those two. Triumph's TR7 has always been controversial--being both lauded and decried from its 1975 introduction--but in the past 40 years, the coupe and convertible have proven very much of their time, and yet looking to the 1980s and beyond. The last TR didn't have the rugged charm of its forebears, but it's long represented a forward-thinking concept for the future of a much-loved segment of motoring, and great sports car value.

It's telling that naming this model in line with previous flagship Triumph sports car practice wasn't a given; there was internal debate about calling it "Bullet," the internal name for the two-seat, removable-roof concept that the TR7 was developed from, alongside a never-produced 2+2 fastback variant called the "Lynx." Marketing pressure, determined to benefit from goodwill built up from TR2 through TR6 models, meant this new car--which shared almost nothing with the TR6 it would soon replace--got a name that created instant expectations. Perhaps, had the TR7 come to market under another name, its status would be quite different today.

The story of this car's development is well known: It was a product of British Leyland management's desire to consolidate the company's market segments, and to replace the aging TR6 (and potentially the MGB) with a mid-priced sports car wearing the Triumph nameplate. The coupe-only body style was a reaction to proposed U.S. safety legislation, and its wedge shape--incorporating that sloping character line that would become an international design fad some 35 years later!--came from the pen of Austin-Morris styling director Harris Mann. The TR7 took a step forward as Triumph's first monocoque sports car, and a step backward with a TR2-TR4 cylinder count and parts bin four-speed/live rear axle combination.

To the purists, it wouldn't matter that this newest TR would prove to be safe, with predictable handling and a respectable blend of performance and economy, because they'd already made up their minds; it would take a decade or more for the TR7 to become widely accepted in enthusiast circles. Contemporary press reviews were largely positive, and the buying public initially turned out in droves, but quality control proved elusive in the first three years of production, and the car's reputation took a serious hit.

This new model was launched in 1975 in solid-roof form, and sold alongside the

TR6 through the end of 1976. The coupe was the only body style until late 1979, when it was joined by the convertible, and both forms were built through October 1981--ironically, exactly one year longer than the veteran MGB it was once proposed to replace--alongside the Rover V-8-powered 1980-'81 TR8 convertible. A fact that may surprise today's enthusiasts, who see these newest Triumphs on North American roads in smaller numbers than their chrome-bumper predecessors, is that the TR7 was the best-selling TR of all time.

Its Dolomite (and Saab 99!)-based slant-four engine was an SOHC design that was fed, for the 49-state U.S. market, by twin Zenith-Stromberg 175 CD-2 carburetors. Early California cars were compromised by a single Stromberg and catalytic converters. The standard running gear included a Morris Marina-derived, non-overdrive four-speed manual and light-duty solid rear axle, while the conventional suspension included MacPherson front struts, coil-sprung four-links in the rear and anti-roll bars at both ends. Power-assisted front disc and rear drum brakes sat behind standard 13-inch steel wheels.

While the running gear didn't break new ground, the TR7's modern comforts did, at least in the tradition-steeped world of British sports cars. Buyers could enhance the roomy two-seat cabin with a sunroof and built-in air conditioning, while a three-speed Borg Warner 65 automatic option arrived late in 1976. For 1977, the stronger LT-77 five-speed manual and tube axle were standard, along with a revised suspension, new wheel trims, colorful plaid upholstery and larger air dam.

Quality improved notably when, in 1978, TR7 production moved from the troubled Speke factory to Triumph's own Canley plant in Coventry. And the convertible made its 1979 debut to positive reviews about its handsome styling and admirably stiff structure; indeed, *Popular Mechanics* wrote, "The TR7 is now the car it always should have been." Demand for the TR7 coupe dropped (its roofless sibling outsold it almost 9:1!), but it remained available through the end, although comparably few nice examples have survived.

1980 represented a notable year for the TR7. The production line moved again, to Rover's modern Solihull plant; later Solihull-built cars were distinguished by a smaller plastic emblem replacing the large decal on the nose, along with revised interior door locks and trim. Bosch L-Jetronic fuel injection became standard on California-market cars, while all models used Delco electronic ignition for improved reliability, and a lower numerical final drive ratio offered more relaxed cruising.

The soft-top Spider was a North American exclusive, introduced late in the year, which stood out with black paint, reflective red striping and decals, TR8-donated 13-inch alloy wheels and Motolita leather-wrapped steering wheel, a black and gray interior with pewter carpets, and standard A/C and stereo cassette. It cost roughly \$1,000 more than the base convertible, and fewer than 2,000 were built. Another special model for our market in 1980 was the 30th Anniversary Edition, celebrating three decades of TR sports cars. Available as both coupe and convertible, it included accessories like fog lamps, tape stripes, steel-wheel trim rings, a luggage rack, a TR8 steering wheel, coco floor mats, an AM/FM stereo and a dash plaque.

The TR7's last model year was 1981, and from April, all North American market cars were fuel-injected. The TR7 and TR8 would be canceled that autumn, and the total TR7 production figure included roughly 25,000 convertibles and 90,000 coupes. The marque remained active a few more years in its home market, but its departure from our shores left Jaguar as the last vestige of the former British Leyland standing here, and without

Triumph's distinctive wedge holding the door open, the era of the populist British sports car came to a close.

The TR7 has a reputation for a couple of basic mechanical issues, but all are solvable. Early models used the Lucas Opus electronic ignition that was prone to fail, but this was replaced in production (and retrofitted to earlier cars) by Lucas's better Constant Energy Ignition system, until the Delco ignition was phased in. The cooling system was barely adequate in early models, but improved notably in 1977 and again in 1980, and

in related news, head gasket failure is not uncommon. Making matters worse, the long, angled head studs will weld themselves to the head with corrosion, making removal of the head problematic without special tools and techniques.

"The TR7 has to be the best bargain in the British car hobby, perhaps the entire classic car hobby, today," some assert. They are more affordable than the older cars, and they are pleasant to drive, modern and comfortable.

Timeline

1975 Introduced as a coupe, with black-painted tail panel, steel wheels with black center caps and a four-speed manual gearbox; options include air conditioning and a sunroof.

1976 Regional "Southern Skies" edition has a sliding glass sunroof and stripes; SCCA racing-themed "Victory Edition" has a spray-on vinyl roof, stripes and white six-spoke wheels.

1977 An automatic transmission is available for 49-state cars, and the five-speed manual, sturdier axle and 9-inch rear brakes (up from 8) become standard equipment.

1978 TR7 production is transferred to Canley after a strike shuts the Speke factory, and body production moves from Speke to the Pressed Steel Fisher plant.

1979 Laurel wreath badge replaces "TR7" on nose, while a chin spoiler is standard; improved cooling and electrical systems. The convertible reaches dealers in July.

1980 Production ramps up at Solihull from April to August, before taking over in September. 30th Anniversary Edition model is joined by the desirable TR7 Spider convertible.

1981 All federal-spec TR7s use Bosch EFI and get revised emblems and upholstery. The last TR7, built in October, goes to the British Heritage Motor Centre in Gaydon.

TRansactions



1980 TR7 Sprint

Concours winner
 Bare metal strip down and repaint
 Colour Passion Rose
 Many upgrades
 2 litre Sprint Motor with tuned extractors
 New exhaust when motor fitted
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 Rover brake master cylinder
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TR8 1981

Speedo reading 64,190
 4 owners—imported

Triumph Light Blue with black trim
 Extra new covers
 Rare power steer option
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 390 cfm carby
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 15 x 7 Minilite rims
 Very original, tidy car,
 drives beautifully

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SPACE FOR HIRE

NO CHARGE FOR MEMBERS

SELL, BUY, SWAP, SHARE

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

TRansactions



Triumph TR8 1980

101,388km / 63,000miles
Body – Silver Gold
History – 2 Owners, Imported

Not A TR7 Mock-up
Genuine Factory TR8
(8 known to exist in NZ?)

4 Barrel Edelbrock Webber
Branched Inlet Manifold
3.5 Rover Stroked To 4.5
5 Speed Manual
Mild Cam
4 Pot Calipers and
vented Rotors
14 Inch Minilite Alloys
Original Brakes And Wheels included

New Soft Top
New Roll Bar

Contact Bob Grubb
03 441 1466
0274 731 186

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 me
and will be our treat!

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

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Top O' The South cars at Wairau Valley Tavern.

Isadora Duncan Rally - coffee start at Westgate



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