

# TRansmission





**Hawke's Bay outing - blue sky top down run.**

**Waikato team stop for "refuel" - see Page 17.**



# TRAnsmiSSion

## CONTENTS

<b>TranSport</b>	<b>3</b>
<b>Editorial Team Talk</b>	<b>4</b>
<b>TR Limericks</b>	<b>5</b>
<b>Top O' the South</b>	<b>6</b>
<b>Bay of Plenty Travellers</b>	<b>11</b>
<b>Nationals 2020</b>	<b>12</b>
<b>Hawke's Bay Happenings</b>	<b>14</b>
<b>Waikato Wanderings</b>	<b>16</b>
<b>Deep South Group</b>	<b>18</b>
<b>Change of Seasons Tour</b>	<b>20</b>
<b>Canterbury Tales</b>	<b>22</b>
<b>City of Sails</b>	<b>24</b>
<b>Registrar's Report</b>	<b>27</b>
<b>Tech Bits and Pieces</b>	<b>28</b>
<b>Spare a Thought</b>	<b>30</b>
<b>TRansactions</b>	<b>31</b>

## FRONT COVER

**Auckland Group in a beautiful setting.**

**Snow at The Chateau Tongariro.**

*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.*

## TR REGISTER NEW ZEALAND (Inc)

P.O. Box 17-138 Greenlane  
Auckland 1546 New Zealand  
web site: [www.trregister.co.nz](http://www.trregister.co.nz)  
e-mails: [info@trregister.co.nz](mailto:info@trregister.co.nz) or as below



### 2017 / 2018 NATIONAL COMMITTEE

#### **President/Spares\***

Ian Harris 0275487122 TR6  
[spares@trregister.co.nz](mailto:spares@trregister.co.nz)

#### **Vice-President/ Auckland Group Leader**

Steve Martin 0273342063 TR6

#### **Archivist/Concours/International**

Frank Cleary 0274393146 TR4/TR6/TR8/Dove

#### **Treasurer**

Trevor Hynds 0274313515 TR6

#### **Secretary/Membership**

Alisdair Keucke 0274804226 TR6

#### **TRansmission Editor**

Stephen Higgs 0274782246 TR4/TR8  
[editor@trregister.co.nz](mailto:editor@trregister.co.nz)

#### **Compliance**

David Snelling 021417383 TR8

#### **Webmaster**

Ian Ramage 021571700 TR6  
Stephanie Booth 0274744601 TR6  
[webmaster@trregister.co.nz](mailto:webmaster@trregister.co.nz)

#### **Support outside committee: New Member Packs**

Richard Wooster 0274888706 TR7/TR7DH

#### **MotorSport**

Peter Mence (09)483-6424 TR2/TR6/TR7/TR7V8

#### **Registrar**

Kevin Tinkler 0210672365 TR4

#### **Technicalities**

Ken Pfeffer 0220641628 TR3/3A/4A/5/6

### GROUP LEADERS

#### **AUCKLAND**

Steve Martin  
0273342063 TR6  
[auckland@trregister.co.nz](mailto:auckland@trregister.co.nz)

#### **WAIKATO**

Peter Parker  
0277107635 TR4  
[waikato@trregister.co.nz](mailto:waikato@trregister.co.nz)

#### **BAY OF PLENTY**

Michael Thornman  
TBA  
[bop@trregister.co.nz](mailto:bop@trregister.co.nz)

#### **HAWKE'S BAY**

Graeme & Joy Thomas  
0224001367 TR2  
[hawkesbay@trregister.co.nz](mailto:hawkesbay@trregister.co.nz)

#### **WHANGANUI / TARANAKI**

Ken Pfeffer  
0220641628 TR3,3A,4A,5,6  
[whanganui@trregister.co.nz](mailto:whanganui@trregister.co.nz)

#### **WELLINGTON / MANAWATU**

Johnathan Petterson  
0211247950 TR3A  
[wellington@trregister.co.nz](mailto:wellington@trregister.co.nz)

#### **NELSON / MARLBOROUGH**

Bill Rogers  
(03)5735507 TR3A  
[nelson@trregister.co.nz](mailto:nelson@trregister.co.nz)

#### **CANTERBURY**

Bryan and Carol Thomas  
0220374907 TR2/TR6  
[christchurch@trregister.co.nz](mailto:christchurch@trregister.co.nz)

#### **OTAGO / DEEP SOUTH**

Trevor & Jane Payton  
(03)473-7791 TR4  
[deepsouth@trregister.co.nz](mailto:deepsouth@trregister.co.nz)

# TRanSport

At the last National Weekend Forum, a number of topics were raised, but the one that drew the greatest discussion was the subject of Membership fees. The Committee was given a mandate to review the fees and present back to the Membership. This has now been done and there is a separate Report in TRansmission which covers this.

It is the responsibility of the Committee to exercise all fiscal prudence with regard to the operation of the Register and management of the funds and assets we own. Sometimes that means “more of the same” where history shows satisfactory outcomes have been consistently achieved, but there are times when a deeper review of our practices are required. Over the past few months we have taken a close look at all our income and expenditure streams and have identified areas for review, these being:

- Spares – cost of storage, insurance and margins,
- Re-introduction of Regalia
- National Weekend – funding , reporting & guidance for operation
- Additional income streams.
- Magazine/Calendar – frequency, cost of production & distribution.

Our costs have gradually crept up in all of these areas and it is only appropriate that we review them to achieve the best service for you – our Members.

In coming editions I will update you on the outcomes of these reviews.

Now – and in no way a reflection on Trevor in the above reviews, I advise that Trevor Hynds , our current and long standing Treasurer, will be standing down from the role at the next AGM in November. This is a pivotal role for the Register and a role we must fill, so the call goes out for a volunteer to step into Trevor’s shoes. You do not need to be Auckland based as we have the capability to include you on Skype or similar for the regular Committee Meetings. Don’t be shy – contact me or Trevor if you would like to know more.

And finally – I am pleased to let you know that the next few National Weekend locations have been confirmed.

- 2020 Wairarapa – well in hand thanks to Julie Hoffman & Ken Pfeffer
- 2021 Top of the South - thanks to Bill Rogers and his team
- 2022 Waikato/BoP – thanks to Peter Parker and his team

Happy TR’ing

*Ian H.* President

PS The Editorial team are always glad to accept articles for Transmission, so get your creative juices flowing on TR and/or technical matters and send your articles to the [editor@trregister.co.nz](mailto:editor@trregister.co.nz) .

# ***EDITORIAL TEAM***

---

## ***TALK***

Welcome to the Winter edition of TRansmission. Most parts of the country have had a pretty gentle winter to date, so that's great news for TR owners. The wonderful cover-shot of the Auckland Group at the Chateau reminds us what time of year it is, but that didn't stop the hardy City of Sails team.

Nationals 2020 planning is well underway and there is an Article on Page 12 which tells you all about what there is to look forward to at the Wheelie Wonderful Wairarapa. A Registration Form is provided separately with the mag so why don't you lock it in now and get your form away.

We have a few new contributors to this edition. Thanks very much all. As we've said many times, the quality of the magazine comes down to what you send us, so whether it's about journeys, social events, car projects, or technical tips, the wider membership will much appreciate anything you care to share.

Thanks Ken for the many tips shared on Pages 28-29. There's something there for all of us.

While on the subject of contributions, please don't forget the calendar for 2020. At the Nationals forum we were asked to reinstate the calendar and we are very happy to do that, as long as you send us the photos. A small number of you have been in touch since our last edition, but we need more photos please. The requirements (plus the generous prizes!) are set out on Page 23.

Happy reading.....and motoring.

*Stephen, Trevor, & Brian*

**Contact us at: [editor@trregister.co.nz](mailto:editor@trregister.co.nz) or 0274782246**

# ***TR LIMERICKS***

---

**Those of you who were not at the Nationals this year missed a poetic treat. Everyone was invited to submit a Limerick and win a prize. It is our pleasure to share the entries with you. More next issue. Enjoy.....**

The driver of a TR2  
Had ever so much to do  
With no synchro in first  
And a terrible thirst  
It's a wonder he made it through

Robert Allan

The driver of a TR8  
Had no reason to be late  
But with the rain  
And the state of his brain  
Slid off the road and into a drain

Trevor Cullimore

The driver of a TR6  
Had a car too hard to fix  
But he came to the Nationals  
Met all the passionals  
And went away knowing the real mix

Sally Taylor

The driver of a TR car  
Pushed his wife a little too far  
With parts on the table  
He thought he'd be able  
To use the lounge to assemble the car

Yvonne Baird

The driver of a TR6  
Had his lifelong dream to fix  
The colour red came to mind  
And finally in Christchurch he did find  
The beautiful car which filled all his ticks

Sally and Rob Taylor

The driver of a TR4  
Was a stunning Greymouth whore  
The car horn would honk  
When she had the odd bonk  
Down by the Greymouth sea-shore

Stephen Higgs

The driver of a TR6  
Cruised the town to pick up chicks  
But lost his nerve  
Drove off a curve  
And smack bang hit a wall of bricks

Charlotte Foate

The driver of a TR6  
Is fuel and faith in equal mix  
If the pump is filling  
And the horses willing  
She'll do at least a hundred clicks

Jeremy Foate

There once was a couple with a Spittie  
Who had to write a little ditty  
They wracked their brain  
It was such a pain  
O'dearie me that was a pity

Doug Osborne

There once was a guy with a Spittie  
Who was a bit of a tittie  
He tried to go fast  
But couldn't get past  
'cos his car was just too shittie

Viv Osborne



**Top O' The South**

# ***THE TOP O' THE SOUTH REPORT***

## **Picnic at Momorangi Bay**

On April 14th ten of us set off on a drive to Momorangi Bay, and a picnic lunch on the grassed foreshore of the inner Queen Charlotte Sound. Our little gathering consisted Alan and Ann from Collingwood, Jon, Cheryl, George and Helen from Wakefield, Leon and Varley from Blenheim, and Avril and yours truly from Picton.

Momorangi is a delightful spot, along the Grove Track, mid way between Picton and



Havelock. It's scenic and sheltered, with very low resident population. It's renowned for its regenerating native bush, its bird life, glow worms, bush walks, and, of course, Queen Charlotte Sound lapping on its doorstep. The Bay is dominated by a scenic reserve and by the D.O.C. campsite, a magnet for many during the summer holiday season.

The drive in from the Nelson / Havelock end is easy. Not so when approaching from Picton. Then the trip is tortuous. Steep and hilly, winding and twisty. Add the many tight bends, narrow road, blind corners, and a driver has his hands full. And for the passengers, it can be uncomfortable. Save for those with a cast-iron constitution, it can be their undoing. Avril is of the cast-iron constitution type, but I noticed her holding on to the grab rail on numerous occasions – something she never does. Shamefully my fault, of course, for I was pushing the TR3A a little too hard for comfort. Truth be told, Leon was following close behind and I couldn't risk being monstered by his TR4.

We enjoyed a leisurely lunch, electing not to participate in the various activities on



offer, but to prolong the picnic experience. And so we dined al-fresco, in a scenic spot sheltered from the breeze, the coolish day mellowed by the autumn sun.

Lunch over, and with stories growing more and more outlandish, we decided to disband and head for home. Rather than backtrack the way we drove in, Leon and Varley chose to carry on to intersect the Havelock / Blenheim highway, then turn back to Blenheim along route 6. A great idea, so Avril and I decided to follow. The four of us detoured briefly and visited Anakiwa, a small settlement at the very innermost reach of Queen Charlotte Sound, the base for New Zealand's renowned Outward Bound. On track again, we followed the Broadbridge's TR4 back towards Blenheim's outskirts. We turned off onto Raupara Road, waving Varley and Leon farewell, and headed through vineyard territory back home to Picton.

### **Classic Fighters Airshow**

The call went out seeking pre 1965 classic cars for a display at the Classic Fighters Airshow, Omaka, April 20 and 21. And yes, they wanted my TR3A. And yes, they 'volunteered' me to assist. My assigned duties, to help marshal and supervise the parking of the 50 classic display vehicles.

Our Top O' The South group were well represented, although not all were supporting the Triumph marque. Terry was there showcasing his Model A Ford. Brent was there too, and like me, helping with car control. His Doretti remained at home, Brent opting to arrive in, and to display, his classic '60's Mustang. And he reinforced the American theme, sporting a Route 66 cap, and wearing a star-spangled 'T' shirt, in red, white, and blue, the patriotic colours of the American flag. Uncle Sam would have approved.

Leon, ever supportive of the Triumph brand, turned up in his TR4. We parked together, the TR Register flag advertising our presence. The two Triumphs drew considerable attention and we spent a good deal of time fielding questions from interested onlookers. Great publicity for the Triumph badge and a stern test of our public relations skills.

Being 'volunteered' was not all bad. Leon and I were given free double passes, for both the Saturday and Sunday. We assume Brent and Terry would have been treated similarly. And once the 50 classic cars had been lined up and readied for display, my services were excused. I was free to soak up the entertainment. Of that there was plenty, and it was varied. But above all else, one had to admire the skill of the pilots. As composer Ron Goodwin aptly put it all those years ago ---- "Those magnificent men in their flying machines, looping the loop and defying the ground".---- Entertainment of the highest order.

### **Canvastown Lunch**

We decided on one more outing before winter's grasp really bites. The Trout Hotel in Canvastown is an old country pub bypassed by many as they travel along state highway 6. I had lunched there four years earlier with the Classic Motoring Society. But for our Top O' The South group this would be new territory. It was our chosen lunch venue for Sunday, June 9th.

The day was cool. As winter days go, it could have been worse. And as is our want, we were in topless mode, well rugged up against the chill air. We were ok.

Avril and I had arranged to rendezvous with Nathan, Leon and Varley beside the

Renwick bridge, and that accomplished we travelled to Canvastown in convoy. The Trout Hotel beckoned.

I was heartened by the good turnout. Ann and Alan were already there when we arrived. Sans top, too. Jon drove in from Wakefield, top down but on his own. Cheryl was on baby-sitting duty. And hot on his heels were Dave and Ali North, also shrugging off winter, making their run from Nelson soft top stashed in the boot. Hardy travellers all, they have my admiration.

The arrival of Ali and Dave completed the line-up. A good selection of models answered the call and I'm able to tick off TR3A, TR4, TR4A, TR6, TR7 rag-top, and TR7 tin top. Almost a full house. Seven Triumphs on the road, a colourful spectacle earning the usual public glances.

The Trout Hotel was an inspired choice, dishing up good honest country hospitality with friendly efficient service. Great meals. And a blazing open fire casting warmth on all who ventured in from the cold. We lingered in comfort for a couple of hours, enjoying an unhurried lunch, and debating TRIumph business in earnest conversation.

Then, car by car, we departed, thankful for one more pleasant outing. And appreciative that Nathan and Dave and Ali were able to join us. More often than not work intervenes and bars their attendance. No such obligations today. They graced us with their presence, and for that the Canvastown outing was much more enjoyable.

Cheers from the Top O' The South.

*Bill*



**On the road to the Airshow**



The Register flag flutters proudly at Airshow



Top O' the South cars at Canvastown Trout Hotel



## HOT SCOOP .. **JON HARREY'S TR7 WANTED BY THE MONARCH**

We have the scoop on Jon Harrey, and the Monarch's preference for his TR7. He outlined this incredible story of connection in late April when he emailed the news to his Group Leader. We're sure Jon won't mind if we print this tale of this rare admiration. So, in his own words, here's Jon's account of the Monarch's liking for the Triumph .....

*"In a rare quirk of nature a monarch butterfly caterpillar made an epic 5 metre journey from garden to garage and attached itself to a Triumph TR7. Owner, Jon Harrey, believes that being a Monarch, the caterpillar was of course attracted to something of British manufacture on which to enthrone itself." .....*

Jon left his TR7 parked and undisturbed, giving the chrysalis the opportunity to pupate. And he undertook to keep Bill informed of events. But there were no updates. Furthermore, Jon took part in the Top O' The South's group outing on June 9<sup>th</sup>, arriving in that very same TR7, but without sign of the chrysalis, and no monarch fluttering breathlessly, trying to keep up. As to the fate of the chrysalis, we'll never know. Did it hatch in triumph? Did it meet a sticky, untimely, death? What was the outcome? Jon Harrey has not been forthcoming but, sensing a sad demise, Bill is hesitant to enquire.



# *Bay of Plenty Travellers*

Our April 'Breakfast Run', organised by Duncan & Janine, was a mix of TR's and invited cars from the Stags, and the now ex-Triumph Club, which boosted our numbers on the run. The day was fine, and we travelled over the Kaimai's to Te Aroha for a fine breakfast, returning though Paeroa and stopping for coffee at the old Karangahake Gorge Railway Station.

The June run to the Maritime Museum just north of Paeroa turned out a 'one horse race' with only one TR lonely amongst four stags, a Spitfire, 2500's , and the only other TR driver came in his Holden Torana [ a lovely car, but we won't mention the culprit – will we Duncan?]. It was a great day, and good weather for winter time.

In between months to our runs 'The Raft' Cafe seems a good venue for our club nights, and has seen a good turn out,with much chatter and laughter. Most of our TR members have been away during this period, several overseas catching the sun, so we are looking forward to stronger numbers for our future runs.

*Michael*



# TR Register NZ Inc. National Weekend



## Masterton and the Wairarapa 2020

Thursday 20<sup>th</sup> February – Sunday 23<sup>rd</sup> February

### WHEELIE WONDERFUL WAIRARAPA

The 2020 National Weekend organising committee invite you to join us for a memorable weekend in the Wheelie Wonderful Wairarapa. We have organised some wonderful drives through the small towns and countryside of the Wairarapa with lots of time for sightseeing and chatting. The after tour will take you up to Feilding and Whanganui.

The Weekend Programme and a summary are below. The Registration Form is on a separate sheet 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 **1<sup>st</sup> November 2019**. It would be a great help to the organising committee if you could register well before that date.

Please note, two of our meal venues have limited capacity so we may need to cap the number of Registrations.

Included in your Registration Fee

Finger food for Thursday night

Evening meals for Friday and Saturday

Lunch on Saturday, and Sunday

Entry Fees for Fell Engine Museum, Tui HQ and Railcar Restoration

#### **NATIONAL WEEKEND**

**THURSDAY 20<sup>th</sup> February**

**5.00pm onwards**– Registration with a light meal/finger food will be served at the Copthorne.

**FRIDAY 21<sup>st</sup> February**

The Concours will be held in Greytown where there is plenty of Boutique shopping

available in the town centre for the ladies and lots of coffee shops. Find a place to have some lunch before leaving for the afternoon drive. Evening buffet dinner at the Copthorne.

### **SATURDAY 22<sup>nd</sup> February**

Full day run up to Pahiatua to visit Tui HQ and Railcar Restoration - a packed lunch will be provided.

Dinner tonight will be at a very special Homestead. Come dressed for a garden party in clothing the year your car was built. Eg: 50s 60s or 70s. Buses will pick you up and return you back to the Copthorne.

THEME: GARDEN PARTY

### **SUNDAY 23<sup>rd</sup> February**

The Team Leaders' Meeting & Forum will be held at the Copthorne. We will then head to our final destination for a farewell lunch.

**2pm Meeting for all those going on the after Tour.**

### **After Tour**

After the meeting we will tour back to Masterton for the night. Monday we will drive the North Wairarapa to finish in Feilding. Tuesday will be another rural drive to Whanganui, stay Tuesday night. Wednesday, possible return drive up Whanganui River till the gravel starts then, Stay another night in Whanganui or disperse homeward.

### **TR NATIONAL WEEKEND SHIRTS**

This year we will be offering polo shirts and Tee shirts, details to be advised.

Please RSVP on the website so we can keep you updated with emails etc.

TR Register NZ Website. <https://trregister.co.nz/>

# Hawkes Bay Happenings...

Another National Weekend has been and from all accounts rates as the best yet – well done to the Organisers. Our Hawke's Bay members who attended certainly enjoyed it. Colin & Sharon Grant passed the Weekend and After Tour brochures on to us to look at and we are certainly envious of all who attended.

Our End of Daylight Saving run in April was unfortunately cancelled due to bad weather but since then we have had some lovely calm and warm autumn days, although some not so calm during the middle of May.

May 19<sup>th</sup> was our Autumn Run organized by Ray & Carol Weir. We met for coffee at The Potting Shed Cafe in Hastings on a warm, sunny but blustery morning – 6 cars, the two sidescreens being topless. After a pleasant chat and catch-up in the sun we returned to our cars to be given instructions for our drive to the lunch destination. It was more a 'follow the leader' with a booklet on the 50 Sea Walls murals on blank walls around Napier (photo right).



These were created by the Pangeaseed Foundation in conjunction with the Napier City Council, the Alternative Arts Initiative and Resene Paints. Two Sea Walls Artists for Oceans Festivals were hosted in 2016 and 2017 which brought together 50 internationally renowned artists to paint the large scale murals. They are all quite different and some have amazing colour and detail. If you are coming to Napier they are probably best seen by walking or biking around the city, but we were happy to drive and see a number of them while showing our cars off to the many people out enjoying the warm Sunday.

We left the city via the port area and Ahuriri. The number of logs at the port awaiting export is mind boggling – two ships loading and another anchored out in the Bay awaiting its turn. It is a pity we cannot add some value to the logs first! Out to Westshore and along the beach front admiring the calm sea before returning to the Westshore Beach Inn for our lunch. A good selection of food and also craft beers and cider, some of which are made on the premises. A popular choice was the Doris Plum Cider.

Thanks again to Ray & Carol for organising this day out for us.



## June 16<sup>th</sup> TR Run Central Hawke's Bay

A fantastic blue sky winters day for our outing which 11 of us turned out to enjoy including Roger & Dorothy Jopling's daughter who was visiting from Australia. Our first stop at the Peka Peka Wetlands, an historic Pa site and wetlands that has been restored with walk ways and pleasant vistas, an area that had been sadly neglected and contaminated for many years, top marks to our Regional Council for working so hard in this continual restoration project. We parked up for coffee and muffins, general catchup and chatter. It was so nice to see Bruce Hislop who popped in and reminded us with flyers attached to our windscreens of our next years Nationals to be held in the Wairarapa, well done Bruce.

Our next stop at a swing bridge just out of Waipukurau that spans the Tuki Tuki river. The area here boasts lovely walk/cycle ways, we will return to explore these on bikes at a later time! This is another area where a Maori Pa settlement has been, bit of history to learn about here. On to our lunch stop at the popular Zinc café in Waipukurau, good food and company abound.

A very nice winter days run, blessed with fine company TR'ers enjoying their cars with a little exploring thrown into the mix.

The shortest day has now passed but unfortunately that means the coldest weather is still to come! So time to do those little jobs on our TRs to prepare them for the spring although there will be a few opportunities to enjoy a drive before then I am sure.

Happy MoTRing

### *Graeme & Joy*

**Right**

**Peka Peka Wetlands  
walkway**



**Left**

**Swingbridge  
over  
Tuki Tuki River**

# Waikato Wanderings



Greetings from the Waikato Branch

A large portion of our group enjoy overseas travel and this time it was Diane and I who drew the lucky straw to head over to the UK to suss out the beautiful weather, (I kidd you not, it was stunning for the entire 17 days we were there) and to see if there were any TRs' to be spotted driving around the smaller B roads.

Well, it was the perfect scenery and the roads were made for the TR and we wished we had brought our TR4 with us instead of the monstrosity of a car the hire company provided. Beaulieu



proved to be the place to find them; two occasions with the first being in a car hire building that looked as if it started life as a petrol station. The company hired out sports cars to the enthusiast that fancied a bit of country lane driving as well as selling on behalf of classic car owners. There tucked up in a row was a TR4A with an asking price of 26,000 pounds; it was do up and when asked about the availability of TRs' we were told that many of them ended up overseas hence why the representative reckoned they were far and few between. The next one was spotted in the carpark of the hotel we were lodging in. Later that afternoon we caught up with the same car at the National Car

Museum in Beaulieu, just as the owners were stepping out of it. Due to health reasons the driver had to retire early and wanted to find a group to socialise with so coupled with his love of classic cars he and his wife decided on the TR4. They love it so much so it is the only car they travel in and have done many, many miles of motoring in it. It was on their wish list to travel to New Zealand because they had heard many good things about touring down under.

The other sighting was made in the Red Room at the Haynes car Museum. There it was, all sparkly and Red, a TR5. Once again following a discussion with one of the volunteers, we were told the TR was a rare bird indeed in the UK.

While we were out and about the rest of the group were flying the flag for us in the Waikato. Merv and Kaye had worked out a drive to Piopio which ended with lunch in the Fat Pigeon. Vishu has



presented a report of the outing and by all accounts it sounded like a great day spent in the company of equally great TR enthusiasts.

As we move past the shortest day we are all looking forward to ramping up the outings on the downward slope to summer motoring.

## *Peter.P*

The 7th of April dawned a typical Waikato morning: sunny, not a cloud in the sky and warm. It was an ideal day to put the top down and head off to Te Awamutu to go on a run organised by Merv and Kaye Thorburn.

We all got together at their place for morning tea and had a tour of Merv's Crib. Lurking in there were a couple of Sunbeams ; (a Rapier, an Alpine), an Impala and a Honda race car, all tucked away under covers. It was also evident that there is a Mk2 Daimler 250 being restored. The rebuilt motor and suspension beautifully prepared sat in the middle of the large shed.

Our muster consisted of 2 TR6's, 2 TR4's, a TR4A, a TR7V8, a Scimitar SS1, a Daimler Dart, a Morgan and a TR- Audi. A great turnout for what promised to be a great drive on the back roads around the King Country.

At the drivers' briefing we were told not once, but three times that we had to follow the legal speed limit. This much warning could only mean one thing !

We left as planned at 11am and headed south. Once south of Otorohanga we headed inland and followed the back roads towards Te Kuiti.

As we were told, the roads did prove to be winding and narrow. But it was also roads that could be driven fast !!!! We drove through some of the roads that are used for The Targa Rally and as you can imagine, they were fun! I really enjoyed the flowing corners that seemed endless and the quick switchbacks that makes driving fun. What made it more interesting was listening to the roar of Kevin Thorburn's TR7 V8 as he drove it like he always drives it –Hard.

The views were spectacular and like all runs, we had a couple of disagreements on some intersections which I promptly placed the blame on my navigator for getting it wrong.

We all made it to Te Kuiti where we paid homage to rugby legend Colin Meads' memorial. We then had a sedate drive down State Highway 3 to Piopio and had lunch at the 'Fat Pigeon'.

After lunch it was another drive along the back roads. One again these roads were well suited to our cars. The run took us back through Waitomo and back to Merv and Kaye's for afternoon tea.

Thanks to Merv and Kay for organising this wonderful run.





# Deep South Group

Winter has just arrived here in the Deep South. We have had our first really cold snap with a bit of snow on the hills and single figure temperatures. Time to think about winter motoring events or dream of all the great motoring we have had over the summer past.

In April we once again had our very popular Change of Seasons Tour. This year the route took entrants on a roundabout trip to the pub at Otematata where they spent the night before heading off down the Waitaki Valley for lunch at Oamaru. A great weekend and a chance to see the Autumn colours of the area. (See Mark's full report on the Tour on Page 20.)

This month, we have tried something a bit different combining with the Jaguar Drivers Club and the MG Car Club for an afternoon tea run to Middlemarch and return. The Jaguar group approached us to see if we would be interested in doing combined runs and the response from our members has been positive so last Sunday was the first one.



When you talk to other car club members throughout the motoring fraternity of NZ it seems they are all struggling with membership. We are hoping that by doing combined runs we can encourage more people to buy cars and join us, especially younger people. If they can see the cars and talk to the owners, it might have the desired effect and show them we are not a group of old farts trying to relive our childhood dreams.

The run went very well. We had a good turnout of Deep South members. 9 cars in total, just about as many cars as the Jag club had. There were around 20 cars in total so not a bad turn out for a winter run. The MG group turnout was a little disappointing, we were all ready to give them a hard time but, in the end, felt sorry for them.

We left town in brilliant sun but just before we dropped down into Middlemarch we ran through fog and the temperature dropped to 3deg. It proved that our partners were right. It wasn't a run to do with your tops down. The Pratts and Shepherds told us to stop complaining, they had had the fog all the way from Alexandra!

Luckily, the afternoon tea was held in the Strath Taieri Hotel in Middlemarch which made it enjoyable and warmer to catch up with our members and to



circulate amongst the Jag and MG groups to point out how they would be much better off owning a Triumph! It was good to see Colin and Jo taking part with a for sale notice on their TR7 as you never know, there might have been someone there wanting to upgrade their vehicle.

It was also great to have Winston and Kay Wingfield, along with Liz Harrex, with us, even if they were chauffeured in a friend's Jag. It's

quite surprising who in the Deep South Group actually owns a Jaguar, I suppose they are the next best vehicle to a Triumph!!! I even heard one Jag owner admit that his heater did not work too well. Perhaps they are more similar than we thought.

The run home was uneventful. We had hoped to stop off in Macreas to have a look at the latest developments of the goldmine but the fog was so thick at that stage that you could barely see a couple of metres in front of the car so we flagged that and just headed home, back into the sunshine.

Until next time, keep on turning petrol into pleasure.

*Jane and Trevor*

# CHANGE OF SEASONS TOUR

The 2019 Change of Seasons Tour started cool but clear on Saturday morning. Four cars met at the Woodhaugh garden with the keen teams having their tops down. We headed north to Vanessa's Cafe in Hampden where we met up with three more cars. Time for coffee and a muffin or two.

The day was warming up so a few more tops came down. It was time to start following instructions as we continued north. We got off the main road at Alma and went through Weston and on to the Waitaki Valley. Back out to the main road again and across the Waitaki.

At Glenavy we headed east and then up north towards Morven. All Susan and Brian's great planning didn't take into account that our route included a closed road! (they had anticipated one on the Seven Mile though so it wasn't their fault). A quick consult of the map and we were off again. Soon we were on the other side of the main road and heading into Waimate for a picnic lunch in glorious sunshine at Knottingly Park.

After lunch we had time for a quick tour of the streets of Waimate to check out the street art. Well worth while.

The afternoon's drive was back down towards the Waitaki and up the valley to Kurow. From Kurow we headed up to Aviemore, crossed the dam and on up to Benmore. It was now a short drive to our night's accommodation in Otematata. Time to relax and settle in for the evening.

With daylight saving finishing we all got a bit of a sleep in. There was even enough time for Tussock to get a long morning walk down towards the river.

Sunday provided another sunny day as we headed down the valley to Duntroon for a break at the recently reopened pub. Great coffee and food. From Duntroon we took the scenic route to Oamaru. We managed to visit most of the small settlements in the hills west of Oamaru.

Lunch was booked at the Tees St Cafe. This is well worth visiting as the food was excellent. During lunch we shared the great limericks we had written during the weekend.

There is a club member called Tuss  
Who comes on TR rallies for all the fuss  
A ride in the stag  
Makes his tail wag  
Am I coming with you guys? Yuss!

Thanks to Susan and Brian for an enjoyable weekend.

*Mark Borrie*

HEAVY VEHICLE  
BRIDGE LIMITS  
AXLES 2000 kg  
GROSS 3000 kg  
SPEED 30 km/h

ROAD  
CLOSED  
AHEAD



German intruder.  
Sign on windscreen reads  
"Triumph Parking Only"

# Canterbury Tales...



## Future of motoring in New Zealand

The pace of change in our vehicles and roading systems is increasing at a great rate. Modern cars are fitted with computer systems that carry out all sorts of functions relating to safety and comfort, and many of the recent innovations that were expensive options when first introduced not very many years ago are becoming the norm, and in some cases mandatory on imports and new registrations.

Our TRs and all other classic cars never had and are never likely to have such features as computer stability control, lane departure prevention and so on. The modern automotive computer is removing from the driver the need have the skills to safely control the car in certain situations. Computer or no computer, I like to know I have the skills to deal with situations, and better still, to be alert enough to avoid getting into difficult situations in the first place.



As drivers of cars with manual gearboxes and no inbuilt computers we should, and I believe we do, take pride in our ability to drive sensibly, skillfully and safely. And we should ensure that we maintain those standards into the future. There is likely come a time in the not distant future when some minority group (maybe with vested interests)

will attempt to denigrate computerless cars on the grounds of alleged safety and eco-unfriendly concerns.



I thoroughly enjoy driving classic cars and I want to continue doing so for some time yet. New Zealand has a large number of classic and vintage cars of many makes and



models. Let us ensure they remain on the roads by maintaining them and driving them sensibly. Then they will continue to be seen, be admired and enjoyed by owners and the general public alike.

So now I will jump off my soapbox and let you know that, even though winter is here, we still manage to meet up occasionally here in Canterbury. During the last three months we have visited Two Fat Possums in West Melton (April), Maxines Palace in Addington (May) and The Platform in Mandeville (June). All were well attended even though a significant number of members usually take time off at this time of year to travel to warmer climates.

Bryan and Carol

## **CALENDAR PHOTO COMPETITION**

Your photo as "Car of the Month"

**PLUS a free calendar**

Email photos to: [editor@trregister.co.nz](mailto:editor@trregister.co.nz)

*Those of you that attended Nationals know that the calendar is to resume in 2020. We look forward to a renewed enthusiasm for sending us the photos we need to make it a success. For a calendar, at least 12 photos is sort of a minimum!*

*Thank to the small number of you who have already sent in photos taken over Nationals. This is an early notice to all members asking that you get thinking about photos, and get them to us any time between now and 15 November 2019. We'll give another reminder nearer the time.*

*Winning entries will again receive an extra free calendar (and members' grateful thanks).*

*The photos we want are of a car or cars (TRs only).*

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

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

**Please send your photos to [editor@trregister.co.nz](mailto:editor@trregister.co.nz).**

# City of Sails Area Report

Greetings to the Faithful, the Keepers of the Marque, to coin a phrase “How the Hell are ya?” Well here we go again looking back and recalling the last quarter, and thinking ‘what the ....., surely it hasn’t been another three months already?’ These days, weeks, months, just seem to fly by and with wages once a month and magazines every quarter, the next thing you know you’re another bloody year older! Which brings me to a topic that a great many of us are aware of, and some don’t care to know .... The TR6 is 50! Woop Woop! But more on that later .....

At the end of my last report I mentioned a certain clutch issue with my little French Blue 6, and it has escalated to a gearbox issue, and those fellow members who’ve fixed or replaced theirs, among other things, know what that means, eh ..... \*^#@\*

Most importantly it means I have missed out on a bunch of things my fellow Auckland Group members have enjoyed without me! Insert Grumpy Face please Editor - done 😞

Ian and Rona Ramage organised what was a lovely run over Easter, with a good bunch of hardy souls motoring through the South of Auckland and North Waikato from Takanini to a wonderful lunch at Woodlands House, Whitikahu Road some 105km away. A TR3, 2 x TR4’s, 3 x TR6’s and a White Doretti looking splendid on the country roads no doubt. Missed It .....

May began with a fine get together at the Good Home in Mt Eden, with a wonderful turnout including new members and not so new, sharing anecdotes, discussing all things TR as well as the odd bit of political nonsense, enjoying each others company and the excellent choice of food and beverage on continuous supply ..... ho hum! I think there may have been a birthday celebrated too ..... At least by some!



June brought with it further opportunities to share with like minded individuals (TR Owners lol) the annual Mid Winter Run coinciding with the D-Day Reenactment at Ardmore Aerodrome. (I made it to one of these, unfortunately not in my TR6, and equally unfortunately not to the Chateau Tongariro). However, Murray and Stephanie Booth did, organising another enjoyable run to the Central Plateau, and an overnight stay and dinner at that most Glorious of buildings.

### *Mid-Winter Run - The Chateau 1st June 2019*

*A run to the Chateau means it's time to air the hard top and with the weather forecast for snow and rain, we thought it a good idea. We met at the BP on the southern motorway for coffee and a briefing for our proposed route south which took in some of the Waikato Group's Dam Busters Run. First stop Cambridge for lunch then onto Karapiro for a photo opportunity (left).*



**TRs lakeside**

*Next stop was Arapuni and a walk to the swing bridge, where we had some heavy showers, one of which caught us all in the open while we were on the swing bridge. Due to the weather and the time we decided to head straight to the Chateau so we*

*weren't driving in the dark. As we approached the Chateau, light snow was falling much to everyone's delight. After checking in we met in the lounge for drinks and then to the restaurant for dinner. Some of us headed back to the lounge after dinner to carry on chatting and an after-dinner drink around the fire. Overnight there was a storm, a good covering of snow fell and 3 TRs had their covers blown off.*

*The carpark was beautifully covered in snow along with all the vehicles.... We woke to clearing skies and sunshine...how lucky we were, it was the icing on the cake. (Nice Pun)*

*6 TRs braved the conditions, Malcolm & Jan in their TR2, Bruce & Anne in their TR4,*

*3 TR6s' Bill & Rose, Ian & Rona, us Booths and Ray & Carol in their TR7. We also, had a MGBGT, Mercedes, Jag and a Volvo. Once again, a lovely weekend with great people and lots of TR talk.*

*We said our goodbyes and headed for home, some of us travelling in convoy to Rotorua via Taupo and Reporoa and up SH27 to Auckland. The weather on the drive home was in complete contrast to the weather on the drive down, clear blue skies and milder temps.... We had a great time. Thanks a lot for your company, see you next year!*

*Murray and Steph Booth.*



**Snow covered**

I did make it to Ardmore for a great display of Triumphs from Auckland Triumph Car Club, and the TR's of Malcolm (TR3) and Richard (TR7FHC) as well as cars from the MG Owners Club, and a few others.

Highlights galore at this D-Day Celebration to mark a significant moment in Military history, with classic cars, static displays of period Military uniforms (worn by enthusiasts) and armourment – British, American, German, Kiwi, Australian, and Italian. And of course a number of flying displays, Harvards, Spitfire, Kittyhawk and a Jet, as well as the sole flying Catalina in the Southern Hemisphere. Beautiful weather to boot, shame the TR6 was at home ..... mutter mutter.

Speaking of TR6's, 2019 is exactly 50 years since the first TR6 was sold to a waiting and enthusiastic world. Now as someone who is quite fond of the TR6 (Surprise) I believe we need to celebrate this Nationally. There are in excess of 200 TR6's in our fine country, and I'm reasonably sure there would be a couple here from that first year of manufacture. Lets see if we can't flush them out and have a photo from each Group of those 1969 TR6's for the next Transmission magazine! There's a challenge Group Leaders, a photo from your region if you can, with a Birthday Card (Cake optional) oh and include the Proud Caregiver!

Mine being a 1972 CP I've still a couple of years before I can celebrate with a photo, hopefully I'll be behind the wheel enjoying the 2022 National Weekend. I know for a fact we've a number of 72's here in NZ, I'll see you all then and we'll get a photo to be Proud of!

That's all from me. Great to know you're out and about in good numbers enjoying yourselves.

"It's Never Far in a TR!"

## Steve Martin



Line-up at Ardmore

# The Registrar Reports...

**This quarter has been a rather quiet period leading into winter. Of course news and pix of your TR are always most welcome - our records are only as good as the info you provide...**

TR6 comm. No. CR6188-LO engine MG80880E with new member Rhys Daube, Ardmore  
*History: 1st Registered: Netherlands 1972 L.HD car. , PI has been removed .Just about to convert to RHD*

TR7V8DH rego . ITR7I. TradeMe, asking \$8,300. *Left hand drive TR7 V8.*

TR4A comm. No CTC71286 engine CT71541E rego. HL6403, now with new member Ian Govey, Vogeltown, Wellington  
*History : previous owner for 38 years Robin Leech of Canterbury.*

TR4 comm no. CT6463 rego 620TR4 spotted at Auckland BritEuro day March 2019.

TR6 Comm no. CF50447-U, engine no. CF40451UE, rego PQ3592, pimento; with new member Graham Beaumont, Tauranga  
*History: 1st Registered: 03/1976 in Ottawa Canada: car is factory original, never restored, even original black hood, very good condition. Graham has owned this car for 40 years.*

TR7DH rego NS6209 ex John McMullan for sale TradeMe in Chch for \$11000.

TR3A comm. No. TS59267 rego BL8998 for sale by "Graham" in March 2019 TRansmission for \$47,500.

TR7DH rego MITR7 for sale by Colin Deaker in Transmission for \$25,000. Sprint motor.

TR6 Comm. No. CP53636, rego OURTR6, with new member Bruce Curnow, Thames.

TR6 comm. No. CP76914, with new member George McSwiggan Opuia,  
*History: ex Hongkong 1980.*

Swallow Doretti, Comm. No.1425 rego. 584DHU ex John Rummery, now with new owner Matthew Gill, 40 Jellicoe Road, Murrays Bay, North Shore

TR4A comm. No. CTC65444 red, rego. TR4AOK now with new owner Rod Campbell Taupo.

TR2 comm. No. TS3598-O, rego **BT303** spotted by Frank Cleary heading south on SH27 at Maramarua on 10/6/2019...

**Kevin**

# ***“Tech” bits and pieces***

As all TR's are reliant on a good earth in the management of our electrical systems an extra Earth wire from the engine block to the Chassis is good insurance.

\*\*\*\*\*

If you have a P I engine and whether you have had the head worked for lead free fuel or not you still need to consider using an oil additive in your fuel, firstly to help your Lucas fuel pump and secondly your metering unit. These both still need some sort of lubricant.

\*\*\*\*\*

For those of us who own cars with Bakelite Horn units. Over time the Bakelite loses its colour. I have found that a wipe over with a shoe dye (Waproo) then a polish up with a car polish or Neopol will bring them up like new.

\*\*\*\*\*

If you haven't already got an emergency release mechanism on the bonnet of your Michelotti or Karmann car then one day you could be in for a very bad time. There are many ways to fit an extra release for the bonnet, some commercial lever ideas and also some other home ideas. An easy and cheap way to fit one is to get a Bowden cable and outer, possibly from a wreckers if you haven't already got one. The outer section only needs to be about 6 inches long. Remove the bonnet latch from the bulkhead. A hole needs to be drilled through the bulkhead behind where the latch is fitted. Remember to make sure your hole is below the plenum. Usually ½ inch or smaller if you have a grommet through which the outer cable fits tightly and fits in the hole. Break open a couple of plastic electric cable connectors saving the little brass connecting piece with the two screws. Loop one end of the inner Bowden cable around the release lever of the bonnet latch, remember to slide the little connector on first then put the loose end of the cable back through the connector and pull up firm enough to take out any slack and trim off any excess. Tighten the screws ( a little thread lock might help) Now thread the inner cable through the outer cable installed in the bulkhead and refit the bonnet latch to its original position. On this Inner cable which will be under the dash fit the other cable connector then a piece of plastic tube and form a loop at a desirable position under the dash and again feed the loose end through the cable connector, tighten up the screws and again cut off the excess cable. This system is unseen and works with ease. More good insurance.

\*\*\*\*\*

How many of you have had the gearbox out of your cars and found that taking them out and refitting is a real task because of the clutch actuating lever always getting in the way. My solution which has made it a breeze to do a number of these jobs has been to cut a small section out of the left side section of the floor panel back to about 11 inches from the bulkhead. (This is really non structural). To the piece which has been cut out I

welded a small lug on top at each end of the cut out panel and the same on the other side so as it clipped back over the fixed floor panel. This is then sealed and pk screwed to hold it in place once the job is done. The Gearbox job becomes so much easier and can be done by one person with a trolley jack using a cradle under the gearbox and a bottle jack for under the bac k of the motor.

\*\*\*\*\*

Many of us have a shelf full of different Lubricant spray cans. An item which many of us have almost forgotten about is "Vaseline" (Petroleum Jelly) It is great for metal on metal, plastic to metal, electrical contacts (helps eliminate Verdigris) etc, etc and doesn't dry out like so many of the sprays. A cheap addition to your tool box.

\*\*\*\*\*

Have you ever wondered about the blooming on your rear bumper and o/riders. The cause being back draught on our TR's sucking exhaust gases onto the back of the cars. Among the many gases produced is Sulphuric Acid and Sodium Sulphate (SO<sup>2</sup>) which is a strong oxidising agent. It is recommended to wipe the bumper and o/rides with a chrome cleaner or damp chamois to remove the bloom asap otherwise over a period of time the acid eats through the Chrome and instead of a bluish finish you will end up with a yellowish colour which will eventually turn into minute pitting before rusting starts to appear.

\*\*\*\*\*

For those of us whose hearing is not what it used to be and have found that the Indicator warning (click clack) is almost inaudible, resulting in travelling miles before turning it off, an electronic module producing an authentic original flasher sound is available from the U K. (4 Sight Visionary Lighting) ([www.bettercarlighting.co.uk](http://www.bettercarlighting.co.uk)).

The small unit can be easily mounted by an enclosed sticky pad and wired into the existing Indicator wiring with ease. From experience you will know when the flashers are on. Far more audible than the original Click clacks.

\*\*\*\*\*

### **Did You Know?**

- Kas Kastner, in conjunction with the Triumph Competitions Dept, found that during achieving extra power for racing TR 4's the Con Rod bolts torque was increased from 55-60lbs to 80lbs achieving less failure, giving much greater success.
- The TR 250 has a different head to the TR 5-6. The head is for Carbs only. Injection manifolds will not fit. The TR 5-6 head will accept Carbs or Injection. The difference is in the inlet port spacing.

*Ken Pfeffer*

# Spare a Thought

By the time you read this, the latest Spares and Indent Order from Moss will be underway.

This year a record number of Members have chosen to use the Indent scheme, with 20 orders ranging from \$2.00 (Yes \$2.00!) to over \$2500.00. These and the spares order are expected to arrive mid-September.

Remember, good old Inland Revenue are clamping down on overseas purchases, with a sinking lid policy on the landed value before GST is applied. Landed value is the cost of the item, plus freight – and we all know how much overseas suppliers charge for freight! Our indent service might just be the way to go in future, trade pricing and consolidated shipping costs means lower landed value and therefore less GST.

It is always a challenge to hold the right quantity of spares and the list varies slightly year by year in an effort to reflect demand. Similarly – we do not want to hold stock that does not turn over regularly. Such stock is identified as STATIC and I have updated this list on the website.

**This Month's Special Offer – all STATIC stock pricing is reduced by 50% until the end of August.**

Time to buy that part you never knew we had – or that you wanted.

Happy fettling.

*Ian.*





# TRansactions

## TRansactions

### TR3A 1958

I'm a TR enthusiast and have a 4A in the UK which I've owned for over 30 years.

I've owned this 3A here since 2015 but now only spend a couple of months each Year here in Orewa so can't justify keeping it.

Prior to my ownership the car was subject to a complete nut & bolt rebuild and is in top condition mechanically and body-wise.

I challenge anyone to find a better one!

Priced to sell at \$47,500

For more information, please contact me,

Graham on:  
+44 7785 92 02 04 or  
[graham.marchand@btinternet.com](mailto:graham.marchand@btinternet.com)

### Free TR Items :-

1 x Tow bar. Fits TR 2-4

1 x Girling Differential housing. ( no gears or shafts) TR 2 – 4

Contact. Ken Pfeffer email.  
[pfefshoes@xtra.co.nz](mailto:pfefshoes@xtra.co.nz)



### TR7 1980

A very well known car which took 3 years of intense rebuild and paint to get it to what it is now. There is a written account of all the mechanical work.

Has won 5 Nationals Concours in the standard class. And the AA competition in Invercargill.

Offers invited

Keith & Bev Allott  
03 4891726  
[kballott@xtra.co.nz](mailto:kballott@xtra.co.nz)

### 1970 TR6 Project Car

I have owned and driven this car for about ten years. It now requires body and maybe chassis work to make it roadworthy again. Complete car plus some spares.

Make it into a weekend runabout, or do a complete restoration.

Failed WOF. Registration on hold.

Full information and photographs provided on request.

\$15,000  
Bryan Thomas  
[bcthom@xtra.co.nz](mailto:bcthom@xtra.co.nz)

# TRansactions

## TRansactions

### Number Plate :- 57TR3A

Price :- Cost of transfer only

Phone Rod 0272902020

### TR tool kit

Pennant 325 7/8" Wheel brace,  
Hubcap removal tool, 2 X Dunlop 9" Tyre  
Levers.

7" Adjustable Spanner, T Williams  
Superslim Spanners 7/16" X 3/8" - 9/16"  
X 1/2" - 3/4" X 5/8", T Williams Slip  
Pliers

9" Wood Handle Screwdriver, 6" & 7"  
Plug and Box Spanners, Helicopter  
feeler gauge, Tool roll/pouch - . Also  
some odd tools

\$480 (photo's available) most of the  
tools are correct, missing is the  
distributor tool although these are easily  
obtainable.

Bob Birdsall

[birdsall@xtra.co.nz](mailto:birdsall@xtra.co.nz)

### TR 3-3A Girling Brake Adjuster Assembly

2 X New

Moss Part number 7H4997

Note the centre bolt is missing from  
one of them, just use your existing bolt.

\$80.

Bob Birdsall

[birdsall@xtra.co.nz](mailto:birdsall@xtra.co.nz)

## WANTED

### TR3A parts

Badge-bar and Jaeger  
Water Temperature Gauge

Bob Birdsall

[birdsall@xtra.co.nz](mailto:birdsall@xtra.co.nz)

### J type Overdrive

Sump plate and filter or  
complete non working J type O/d.

Ken Pfeffer

[pfefshoes@xtra.co.nz](mailto:pfefshoes@xtra.co.nz)

06 3485508

### TR2 or 3

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

With limited garaging  
a restored car  
would suit better.

If you are considering saying  
'Goodbye chuck' to your  
pride and joy, I would  
appreciate a call or email.

Thanks

David Millar

021-6111-42

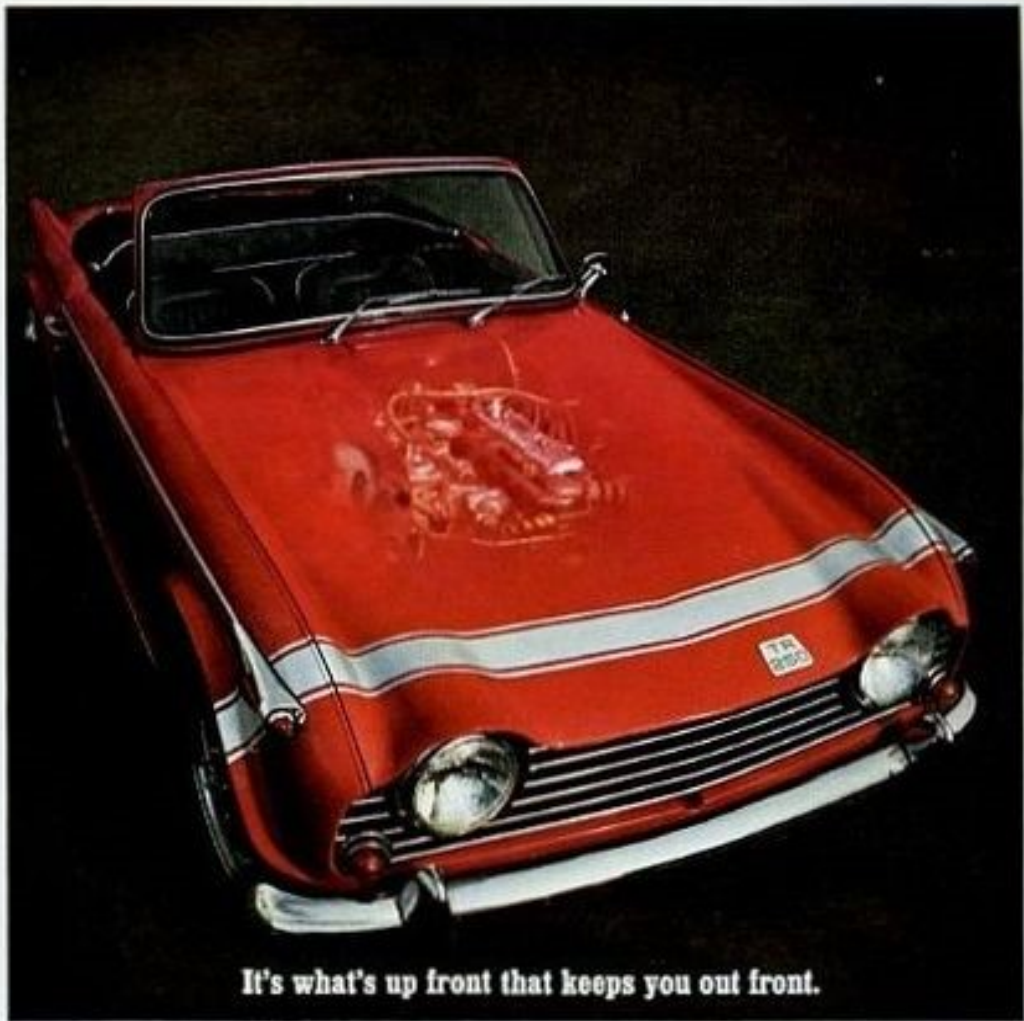
[d.millar@xtra.co.nz](mailto:d.millar@xtra.co.nz)



**Top O' the South cars at Canvastown Trout Hotel.**

**Deep South Group lined up awaiting instructions - Road Closed.**






**It's what's up front that keeps you out front.**

You've got 6 cylinders going for you in the new TR-250. 6 cylinders displacing 2½ litres. And that means power up front to keep you out front.

To back it up, you've got independent rear suspension, 4 forward synchromesh gears, rack-and-pinion steering, red-band radial ply tires, and disc brakes up front.

And as a finishing touch, reflective safety striping highlights the vinyl top.

If you've got the spirit, the new TR-250 is the car that can move you.

 **TRIUMPH TR-250**

\$3175, suggested base price, East Coast FOC plus optional extras, state and/or local taxes. Look for your nearest Triumph dealer in the Yellow Pages. Available in Canada and also for overseas delivery. Leyland Motor Corporation of North America, 111 Gateway Place, Essex, New Jersey 07003.

Where To Get It: See REACTS Card on Page 27