

TRansmission





Various group members on Ohakune (chocolate éclair!) run

Canterbury team at monthly dinner - a great turnout.



TRAnsmiSSion

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FRONT COVER

**Great photo on Ohakune run -
Spring with a bit of Winter
remaining. Beautiful.**

**See several articles
in this edition.**

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

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TRanSport

Well, here we are, Christmas and year end are upon us once again. What a crazy year, not one that we would particularly want to repeat, but I suspect 2021 will have more of the same chaos in store. When we look at how other countries are faring, we must be the world-wide envy of our TR owning cousins, with the level of freedom we have, to use and enjoy our cars.

Our AGM was held in Auckland on 12th November and was well supported by Auckland Members. As a first, we opened the AGM up to all members by sending a ZOOM meeting invitation out. This enabled our non-Auckland committee members to participate, but disappointingly only one other member joined in. The Register does have a ZOOM account now and we will be offering connectivity to all members through the year. The connection opportunity is also available to Group Leaders to have a virtual "Pub Night" with all their regional members, plus there is now an opportunity to offer Tech Talks, Discussion Groups, etc. to all interested parties. Alistair Keucke is our current custodian of ZOOM and can set up meetings on request.

Over the past months there have been some changes within the team both inside and outside Committee.

Ian Ramage bravely took on the role of Webmaster 3 years ago, following his work with Steph Booth in developing and implementing our current website. Being a non-IT person, Ian has met the technical challenges well, but now feels it appropriate to hand over to someone with greater IT skills. I am pleased to welcome IT guru Jim Vassiliadis on board as our new Webmaster. Thanks to Ian and Jim for your support.

On a personal note, I have had some eyesight issues develop over the past 6-8 months which has distracted me somewhat and not allowed me to fully embrace my role as President. Because of this, I will be stepping back as President for the next 6 months. Frank Cleary has kindly offered to step in as acting President and Frank and I will work closely to keep the Committee functioning.

Also, I have decided to step away from managing the "Spares" after 10 years and am pleased to say that keen volunteer has stepped forward. The transfer will be as soon as we have an operational Inventory Management system in XERO – targeted for mid-year.

Finally a "thank you" for your response in registering for the National Weekend – the number of attendees went from "worrying" to "over-whelming" almost overnight. I'm sure a great weekend will be had by all.

Here's hoping you all have a thoroughly enjoyable Christmas and that the New Year keeps you safe and well.

Safe MoTRing!

Ian H. President

EDITORIAL TEAM

TALK



Hearty best wishes of the season everyone!

You should receive this edition of TRansmission just before Christmas, all going to our plan with NZ Post, so you have some enjoyable reading over the festive season.

With Spring just behind us, members' cars have been more active again and there are a number of excellent tales of travels across various part of our special land.

And while Christmas is a time for enjoying food and few celebratory quiet drinks with our families and friends, it seems that a lot of the Register groups have made an early start on both counts. There are numerous stories about Ohakune chocolate eclairs (famous in the North Island apparently), lots of photos of group dining, and the usual theme of café stops, stay-over events, and all the other great things we all enjoy together as TR friends.

As many have commented, 2020 has certainly been a strange and challenging year. This year, more than ever, people seem to a bit weary and very much looking forward to the Christmas break and special time with the people who are special to us.

There's Nationals to look forward to and it's not too far away now. There's another update in this magazine, with registered numbers looking superb . For those of us able to be there, it's going to be great.

Nelson 2007 was the first ever Nationals for the Higgs in the newly acquired TR4 and we remember the worry of driving this unfamiliar "old" car all the way up the South Island, strange smells and noises, uncertainty on whether we'd make it, and what else could go wrong. But more so we remember a great time

and wonderful friendships made.

Of course, the TR smells and noises are part of the special occasion that driving a TR around the country provides. The great thing is that Nationals 2021 will introduce other new members to these same rewards.

In case you are wondering, there was very little interest expressed from members in a 2021 calendar, so there won't be one. You will have to find something else to hang on that hook on the garage, toilet, or other wall.....

Thanks to many of you for your contributions to TRansmission in 2020. And for feedback and suggestions from others.

We hope that you, our readers, have a wonderful Christmas and spend time with family and friends (perhaps some of the TR Register variety), welcome in the New Year, and find plenty of time for all things TR.

Merry Christmas.

Stephen, Trevor, & Brian



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Top O' The South

THE TOP O' THE SOUTH REPORT

In the last TRansmission I lamented Covid-19, the lock-downs, the isolation policies, the cancelled car shows, the need to focus on NW2021 planning, and the resultant loss of group outings. During October, a little respite, a combined outing with the Canterbury Group.

Kaikoura Kapers

I had earlier discussed with Mike Lester the possibility of a joint weekend in Kaikoura.. I was keen to visit the then newly opened classic car museum and hoped there'd be interest amongst the Canterbury group. And there was!. We agreed on a combined outing, arriving in Kaikoura on a Saturday afternoon, overnighing there, and on the Sunday, breakfast, then a visit to the car museum.

And it was a combined effort in the truest sense of the word. Carole and Mike sorted accommodation options, and Saturday night's dining venue. I arranged Sunday's breakfast venue, and a visit to the classic car display.

Ten from the Top O' The South, Jon & Cheryl Harrey, George & Helen Looman, Nathan & Emma Jones, Varley & Leon Broadbridge and Avril & me, headed south. George & Helen and Jon & Cheryl left separately. The rest of us linked up and drove together, and after an essential cake and coffee stop at Kekerengu, arrived in Kaikoura keen to unpack, ready to unwind, and eager to unite with the rest of our group and the Canterbury members.



The Whaler Bar & Restaurant

We converged on the Whaler Bar & Restaurant for dinner. An inspired choice --- well done Carole. The enthusiastic participation from Canterbury saw our numbers increase significantly. Close to three dozen packed in. The service was great, the food too. And as the night wore on the wine got better and better, the exaggerated stories knowing no bounds. The atmosphere made for a great evening. Such wonderful company, our Canterbury friends.

Bernie's Diner

Bernie's Diner, Sunday's breakfast destination, lay a short drive away at the northern end of the town. The cafe was new, having opened 3 months earlier. It is attractively

Bernie's Diner breakfast



styled on 1950's retro Americana. I'd already been in contact, reserved group space, and given them a 'heads-up' on likely numbers in our breakfast party. They'd obviously listened. Given the size of our group, the service was prompt, the staff coping well with the influx of the hungry. And the menu extensive, the meals large and impressive. Altogether a very favourable eatery and a great spot in which to indulge a leisurely breakfast.

Harmon's Classic Car Museum

Harmon's Classic Car Museum and Bernie's Diner are under common ownership. They share the same building. Those of us keen to inspect Mr Harmon's display did so after breakfast. In the main, the line-up concentrates on large American



Harmon's Car Museum

vehicles, a smattering of vehicles of other origins rounding out the collection. For the ladies, a Trash Fashion display attracted some attention.

Nothing at all against large American classic vehicles, but I'd vote Bernie's Diner the piece de resistance - - no contest.

Mr Harrey's TR6.75

Departure time approached and we readied to leave Kaikoura. Jon and Cheryl were noticed hopping into a Sunbeam Rapier Fastback. Two Triumphs garaged at home. One, a nice TR4. The other, a concours TR7. Yet these two fine vehicles notwithstanding, they opted to bring a Sunbeam to a TR outing. Such indiscretion had to be challenged. All credit to Jon, he stood his ground without flinch, trying to fob the Sunbeam off as a TR Six & badge around. But as for a Triumph TR Six & Three Quarter, Yeah – Nah. We all know mate, that aint no Triumph – it's a Sunbeam Rapier Fastback. (Ed - see photos below)

SEASONS GREETINGS

Not for us, group outings during the next few weeks. There's a certain event scheduled for early next year, it's demanding our full focus and attention. But from the Top O' The South, we wish you all safe and enjoyable motoring, a Merry Christmas and a Happy New Year.

Bill

**Jon and Cheryl Harrey's
TR6 3/4 was fooling nobody of
course.**

**And it's only the back of it
that's fast (Fastback....)**

At least it's British.



Hawkes Bay Happenings...

The phone call went something like:

Hi, Kevin here. Do you think your Group would be interested in a night in Ohakune in October?

Yes I am sure they would as we didn't have a Mid-Winter run and October has to be a better time.

I have just seen a report on Seven Sharp about the best chocolate eclairs in NZ and just have to try them.

And so Kevin and Elizabeth organized the Spring Run weekend. Meet at Horopito Motors at 2pm for a look at the cars of our era, then book in to The Hobbit Motel in Ohakune with an evening meal at The Ohakune Club. Sunday morning was a visit to the aforementioned Chocolate éclair shop to sample their wares. After this was our journey home.

On the 17th of October 6 cars met at Fernhill for the journey over the Gentle Annie,



the Weir's TR7, Bevan's TR6, David Mackersey's TR5, Stichbury's TR4a and two TR2s, Hislops and Thomas's. A lovely Hawke's Bay morning but the weather was not supposed to be so good over the hill. This is a great run to Taihape with a mix of winding hills to flowing country roads and not much traffic. Lunch at the Brown Sugar Café and then on up Highway 1 turning off at Waiouru – unfortunately Ruapehu was under cloud - to Horopito and the Motor Museum. Here we were advised by the early arrivals that the place was closed due to the Army conducting exercises in the

vicinity – damn. However it was OK to wander around the fences and look in at the various wrecks in the paddocks. We heard lots of – 'that was my first car' or 'I had one of those'. There is certainly a very diverse range of models there.

So back to Ohakune to The Hobbit Motel where we checked in – a very good turnout with about 30 cars. A few hours yet before dinner so some decided to go for a walk up the Old Coach Road to the Hapuawhenua Viaduct. A fairly easy track with cobbles most of the way until we came to a tunnel and branched off through the bush. Some didn't make it this far and decided to return for a drink or two – no names mentioned! The viaducts are certainly very impressive with the original which was



opened in 1909 being used until the new one was commissioned in 1987. Back to the motel to prepare for dinner and join the gathered TR folk for a drink or two in the Motel courtyard – yes the weather was still pleasant. The Ohakune Club put on a very nice BBQ meal for us and lots of desserts – but no chocolate eclairs in sight!



Sunday morning with brilliant sunshine and a very clear Ruapehu – quite spectacular. A little cool with

some TRs showing their disdain by refusing to start and needing a push by many willing helpers. Just as well that we don't have those modern automatic beasts. A short distance into the éclair shop and a queue quickly formed as we waited our turn to purchase the whole reason for this weekend journey. We all said our goodbyes and set off in different directions home.



We stopped at the memorial to the Tangiwai rail disaster which occurred on Christmas Eve in 1953 causing the deaths of 151 people. This is on the site of the disaster and has a number of

boards showing photos of the disaster and descriptions and stories from people who were involved. This is well worth a stop if you are travelling near here. And so home with all our cars returning safely and looking forward to the next run.

We had our Festive Season Get together at the end of November to beat the silly season rush and had a group of 25 attend. To start our day we met at Hygge Café (pronounced hue-guh, it is Danish) at Clifton Beach. If you visit Hawke's Bay this Café

and location is a treasure. Located at the end of the road before you get to Cape Kidnappers it is an easy drive from Napier, Hastings or Havelock North or if you are not in your TR perhaps a cycle trip along the beach front to work up an appetite. Coffees and chat to catch up since the last gathering. A short run followed along the Tukituki Valley and then through farmland and orchards ending with a run along the Napier waterfront with the spectacle of 250 or so yachts enjoying a regatta. We arrived at our venue at David & Jane Mackersey's "Mackcave". David & Jane very



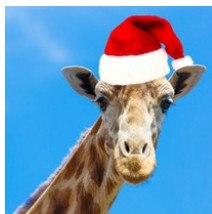
generously offered to host our Christmas luncheon in this perfect location for car enthusiasts. We socialized and dined surrounded by a wonderful collection of cars from the 30's to 2000's and many different makes – but all English of course. Two of the ladies were seen to use one as a perfect place to dine, however they chose the wrong brand! At least there is a TR each side. Apart from the cars, David also has motoring and Art Deco memorabilia and of course the “stimulator”, so named by Jane, but that is another story. Many thanks for a lovely spread.

And so we end what has been a rather strange year, hopefully next year will have more normality. Thank you to all our Hawke's Bay members who have come along and supported our events – such a wonderful bunch of people. It is the members who make the group.

A very Merry Christmas and all the best for 2021 to all TR Members, we hope to catch up next year.

Happy & safe MoTRing

Graeme & Joy



David & Jane Mackersey's "Mackcave".





Triumphs At Trafalgar

Nelson, Feb 25th – 28th, 2021

Given the extensive interest in NW2021, I see little merit in publishing this reminder. Nevertheless I'll follow the norm, a last minute promotional push seems to be the forerunner to recently held National weekends.

What a huge honour bestowed on the Top O' The South. Registered to attend NW2021 are 84 cars and 160 participants. An unbelievably positive response given the difficulties of recent months, and the unpredictable nature of Covid-19. Yet late in November, that's how the numbers stacked. To quote a friend's oft used expression.....outstanding!

The organising committee has been (and still is!) busy planning and scheming, noting things to do and see, and routes to be driven. We hope that what we have put together has wide appeal. See below, the framework of the weekend's activities.

THURSDAY 25th

5.00 p.m. > 7.00 p.m.
Registration at Beachside Conference Centre
70 Beach Road
Tahunanui
Nelson.

Finger food provided, drinks at your cost.

FRIDAY 26th

Morning

Concours & welcome by dignitary
Free time to explore Nelson city

Afternoon

A coastal drive taking in the delightful beaches, sights, and scenery of Nelson's outer regions. Return to Beachside Centre in time to enjoy an evening bbq.

SATURDAY 27th

Morning

A chance to visit many of Nelson's renowned attractions.... the famed Nelson Saturday Market, Founder's Heritage Park, Classic Car Museum, etc.

Afternoon

Join the 'Lake Run', a pleasant drive to the alpine village of St Arnaud, the Nelson Lakes region, and Lake Rotoiti. There'll be sightseeing, things to check out, and photo opportunities. You'll return to Nelson in time to don your fancy dress (think 'things nautical') and be driven to the Trafalgar Centre, the venue for Saturday's gala dinner and prize giving.

SUNDAY 28th

Group Leaders' Meeting

Forum

Farewell brunch / lunch.

We expect NW2021 to have concluded by approx 1.00 p.m.

Thank you to those who have registered, The Top O' The South greatly appreciates your vote of confidence and your enthusiasm. We look forward to extending you a very warm welcome as we celebrate Triumphs At Trafalgar.

And to any undecided out there, maybe it's not too late to register. We already have the caterers and facilities under pressure but we'll attempt to accommodate any last minute interest.

The COAST -TO - COAST AFTER -TOUR

Pleasingly, Alan and Ann Blackie have received strong support for their After-Tour. Participants will be assured a great time, with places of interest, wonderful driving and splendid scenery.

On Sunday afternoon, following the conclusion of NW2021, the tour leaves for Westport and stops there two nights. Then it's on to Hanmer Springs for a night, with the final night planned for Kaikoura.

For those uncommitted, sign on with Ann and Alan, and enjoy four days of driving pleasure, with great sights, and great company. A fitting end to your NW2021 experience.

Bill Rogers,
for the Organising Committee; Jon & Cheryl Harrey, Alan & Ann Blackie and Avril Miles.



Deep South Group

Another year just about finished and what a year it has been. Down here in the Deep South we have been struggling, like the rest of New Zealand, in coming to terms with the new norm of the Covid virus and what it has done to our freedom to get out on the road and enjoy our cars.

Our monthly club nights have been well attended in spite of all the dramas and we are looking forward to having a less disruptive 2021 and being able to get out more and enjoy our cars once again.

Saying that, we have just had our thoroughly enjoyable annual End of Year Run when it was great to be driving with like-minded people and catch up with some of our Deep South members many of whom had a very early start to join us at our starting point.

End of Year Southern Tour

12 cars lined up at the Wobbly Goat Cafe in Outram for an early morning coffee, breakfast for some, and our tour briefing. Blue sky and sun ensured that the hoods were down for a day of open top motoring. We hit the road heading towards Middlemarch and then turned off onto the George King Memorial Drive after the Lee Stream School and headed back down this scenic road to Outram Glen.

We continued on over Saddle Hill via Laws Rd, through Brighton to Taieri Mouth and then over the hill to Lake Waihola where we turned south eventually taking the Lakeside road to Kaitangata. This part of the run was interesting as the Kaitangata Car Show was on as we went through and several of us got in a convoy with entrants heading to that car show. It looked quite impressive seeing a line of American Muscle cars and tucked in amongst them a small, in comparison, TR sports car. As happens with fellow petrol heads, they were all a friendly lot and gave us a big wave as we motored through.

From there it was on to Balclutha to top up our fuel, (for some, 100 octane!!) through Kaka Point and to the Nugget Point light house car park for a picnic lunch. What a great place to have lunch, with the light house to the right and a view right up the coast toward Dunedin. One of the very noticeable thing was the lack of camper vans and tourists, a definite change from last year's run!

From there it was on down the Owaka Highway to Earthlore Wildlife Gardens for a game of frisbee golf This was a laugh a





minute with many of the group spending more time in the rough than on the actual fairways. We were also entertained by a genuine “flea circus” puppet show. This garden is a one off experience. In all the years I have travelled through the Catlins I have never heard of these gardens. To see how one family’s concern for the environment and what they are doing to educate people about it was a quite a privilege.

Our accommodation for the night was The Whistling Frog Motels and Restaurant. We



The Whistling Frog - as the sign says

had a great time there as Leah and Andrew had organised for the group to have exclusive use of the lounge attached to the motels and this proved to be a very good place to have our pre dinner get-together as the rain had started to set in and it would not have been much fun all sitting in a motel room!

After an enjoyable dinner most people headed back to their motels for a reasonably early night. It had been an excellent day of open top motoring, great scenery and great company.

Leah and Andrew had put together a tour “find the spot” quiz which created a lot of fun and consternation as these things do when you are not sure if you have driven past a clue and not spotted it. There was a lot of hilarity at the pre dinner drinks with people discussing and trying to find out where they had gone wrong with some of the clues.

By morning, the rain had stopped and after our day’s briefing from Leah and Andrew we once again headed south through beautiful rolling, green countryside towards Winton and then on to Gore to the Thomas Green Restaurant for our final tour lunch and the “find the spot” competition prize giving.

From here the Central Otago crews headed home on SH8, the rest of us drove the SH1 to Dunedin. A thoroughly enjoyable trip with even the cars “playing” ball as they had no major mechanical issues. Thank you, Leah and Andrew, for organising our 2020 End of Year trip, you did well!

Jane and Trevor

Waikato Wanderings



Waikato Wanderings, such an appropriate name for our group report given we all enjoy gathering and ultimately wandering around in our treasured TRs or whatever other classic we have on hand, so with that said, where did our wanderings take us over the last few months....

Ohakune!!!

Kevin Thorburn had an idea to have a night away in Ohakune, why, well I gather it was because of his love of Chocolate Eclairs and the fact Ohakune boasts having the biggest and best in the country. He was convinced we would all share the same sentiment if, like the pied piper, we followed him South. Kevin was so convinced he went out on a limb and invited other TR groups to join us. So, what is a good TR owner to do but take up the challenge, pack up the car and head to Ohakune to see if it was true. Some would say it is a long way to go for an éclair but that's what we do in our cars, go a long way so any excuse for a Waikato Wandering.

Well, I reckon Kevin may have the magic of the Pied Piper because the weather was perfect for the run and, lots of other people wanted to follow his lead. What a weekend we all had, the accommodation was very comfortable with the motel positioned right at the foot of the Mountain and a brief 5 minute walk to the Working Mens' Club where we, being approximately 50 of us, all gathered for home styled dinner. We were all made to feel very welcome and thoroughly enjoyed having a room to ourselves where we could enjoy each other's company and also acknowledge the time and energy that Kevin, and Elizabeth, had put in to organise such an event. I think we all appreciated the opportunity to get away on the back of lockdown period held months before and the threat of further restrictions possibly looming in the future.

We were treated to a Spitfire experience on the way down, a visit to the Taumararui Airport revealed, what do you call a group of planes, ummm, I don't know but there was one of those taking place. It was fabulous to get up close and personal with a 70-year-old plane that was still buzzing around in the blue skies overhead, magic.

We had down time to explore the town, the walking tracks and some of the cafes on



offer. The morning turned on a frost for us all with the snowy cap of Mount Ruapehu on display, another magic moment.

Our hosts at the motel thought it was cool to have so many Triumphs gather at their motel and they certainly welcomed the opportunity for us to all assemble for a photo shoot. It wasn't an easy ask given there were so many to squeeze into a small forecourt area, but we did it, woohoo, what a great experience.

And the chocolate eclairs, well, each one could feed a family of four I reckon but hey, we were on holiday so what the heck, lets get stuck in and take it as an opportunity to build up our eating capacity with Christmas on the horizon. Yes, they were also very soft, chocolaty, creamy, and thoroughly decadent. Well done Kevin, you were right, who knew...well, we all know now.

So that all happened in October, November was a blur although we did gather for our regular dinner meeting, at a new restaurant in Morrinsville this time.

December is here and we are going on a picnic to Lake Karapiro, but I shall report on that outing in the next magazine.

Nothing more to be said except to pass on happy Christmas Wishes to you all from us here in the Waikato. Keep those wheels turning on your TRs as we all make our presence felt in this paradise, we call home.

Happy Christmas and very safe and prosperous New Year 2021 let's hope we can keep that COVID-19 away or at least at bay.



Diane and Peter Parker and the Waikato Wandering team

THE STORY OF OUR TR7 V8.

The story of our affair with the TR7 V8 really started away back in 1996 when the TR Register held its National Weekend in Ashburton. The local Group Leaders asked us if we would like to do a CheckPoint for the first National Weekend in the South Island on the Saturday. During the day we noticed a TR7 (Peter Mence) and TR8 Convertible, (that was Gary Tanseys, now Stephen Higgs) and thought that we could probably live with one of those. For quite some time we had been going to the local TR Register events even though we didn't own a TR. We had the "T" but not the "R" owning a 2500TC.

Early in 1996 we heard of a 1977 TR7 Coupe for sale and went to have a look, but came away feeling that it was not quite what we were looking for. Also we had been warned about the early models with Marina based gearbox and differential, and this one had them both. We felt that if we were going to own another car, it should be something different, and a convertible. The idea being to find a good body and not worry to much about the motor, and do an engine change to the Rover V8 ourselves.



Then in 1996 we went to Britain for an extended holiday and had decided if the opportunity arose that we would see if we could find a TR over there. The first one we looked at was full of rust and was almost impossible to drive. The clutch was so severe it took half a dozen tries just to get it moving. It drove so badly we wondered if we had made the right decision in the make of car we thought we wanted. This particular car was advertised for 1500pounds. Our friend who we were staying with was very good at negotiating car deals. After pointing out all the faults to the owner the price came down to 750pounds , but it was not the right car to bring back to NZ even after our friend said you will get it for 650pounds or less..

Off we went to Beaulieu Auto Jumble (swap meet). This is the largest Auto Jumble in Britain and Europe. It could take you all day to just walk round it and that's without stopping to look at any of the stalls. People come from all over Britain and Europe, and you can probably buy anything you can think of for any kind of car. Some of the cars in the carpark are worth looking at too. There are also many Classic Cars for sale. A beautiful TR7 V8 was in the sale area but with a price tag of six thousand pounds (\$18000.00) it was a little out of our price bracket. While we were busy drooling over this car we overheard a comment. (My father-in-law has one of those and he is thinking of selling it). We obtained the phone number, which was in Swansea Wales, and said we would call the next day. Sure enough the next day we talked to the owner and he definitely wanted to sell. It was arranged that we would travel to Wales in a few days time to meet with him. We were to ring the day before to arrange a final time of meeting, but when we rang there was no reply and this continued most of the day. Finally in the evening he answered and explained that there had been a family emergency and he was very sorry and could we arrange another day. Another day was arranged but once again when it came to arranging the meeting place he was nowhere to be found. This went on for quite some time until in the end we gave up. To this day we don't know why he said he wanted to sell but never gave us the chance to see the car. We tried to

buy another TR7 Convertible that was advertised in Worthing, it was a good one, but we missed by 5 minutes.

However a few weeks later "OUR" TR was bought by a friend in Britain and he said he was going to bring it to N.Z. later that year. We really had no thought at the time of buying that particular car. And anyway it had a terrible fibreglass bulge poorly fitted to the bonnet. If that was my car it would have to go whatever it takes. But we had a drive of it the day we were to leave England and were very impressed with the V8 power and handling. The 5 speed gearbox seemed to be superfluous, it just accelerated hard in any gear.

January 1997 the car duly arrived in Lyttelton and then all the problems began. Ron, our friend still owned the car and of course the next thing was to get it on the road. With hindsight if Ron had realized the problems he was going to encounter he probably would never have brought the car to New Zealand. Time was going by so quickly and he would soon have to return to Britain. During this time we had talked about making an offer for the TR, and also taking over all the ensuing problems. Ron was quite happy to let us buy the TR, and so we started on the long road to "Compliance" Remember this was 1997 and we were dealing with a young person just out of University, and he was doing it exactly by the book.

Compliance!! As a lot of people probably know it involves a lot of time, money and patience. Just getting them to come and have a look at the car took weeks, and then the silly things they said would not comply were so ridiculous we wondered at times if it was all a joke. The windscreen wipers didn't do enough sweeps per minute, the headlights and indicator lenses didn't have an "E" stamped on them but they thought the windscreen washers would be alright. The Dashboard didn't have sufficient crash padding. He thought the steering column was not collapsible. (This proved to be incorrect) Of course we had to fit a High Back Breaklight. Very awkward on a convertible. And then of course the inevitable Rust. Most cars that come from Britain have some rust. The salt on the roads makes sure of that. The TR was no exception. It wasn't too bad, but we did wonder what we were going to find when we started to strip the paint. Bog over rust, pieces of aluminium pressed into holes and bogged over they sort of thing. The Wheel arches and the front suspension towers were the worst but our panel beater assured us it would be as good as new when he was finished. Three visits later from the compliance people and a letter from Rover N.Z. or was it BMW and we had our compliance.

In the first two summers we had the TR on the road; it was not trouble free motoring. On one trip to the West Coast everything was going really well. The trip over was no trouble, the weather fine. Then on the way home we decided to stop and have a look at the new Viaduct. We pulled into the carpark, pushed the clutch in and it went right to the floor. There were great quantities of smoke coming from under the bonnet, and quite a few people thought we were on fire. We lifted the bonnet and discovered that the clutch hose had been too close to the exhaust and had melted. When the clutch pedal was depressed the pressure blew a hole in the hose and the fluid went all over the exhaust. Hence the smoke. To get on the way again we had to wind the car backwards on the starter motor to turn round and then roll down the hill to get it started. We drove all the way to Ashburton without a clutch, but luckily made it quite safely.

Our next problem happened on a TR Register day to Akaroa. It was a lovely day and the car behaved perfectly on the way over. When we arrived in Akaroa for lunch there was a strange rattle coming from the



engine compartment. We didn't even open the bonnet. We had a nice lunch and then headed home. We only heard the noise once on the way home, but on further investigation discovered that the Water Pump no longer pumped water, and a new one was required.

Our next major trip was the TR National Meet in 1999 Dunedin. We were hoping that the car would behave itself and not disgrace us too much. However it was not to be. We left home early on the Friday morning 6am. Because it was dark we had to have the lights on and we were almost at Timaru before the sun came up. When we put the lights off we noticed that the Volt reading was very low. We arrived in Timaru and decided to find out if we had a major problem. When we stopped the car we discovered the battery was flat. We rolled it down a hill to get it started again and then drove round to find an Automotive Electrician. At the top of a hill the car coughed and died, right outside the electrician. This being 7.30am we could only wait until the workers arrived and hope they could help. We were hoping this was not the start of a bad weekend. Eight thirty and we knew the worst. The battery was fine, but the Alternator was not. After a morning walking round Timaru we went back and found that a new Alternator had been fitted and we were on our way again. From then on the weekend only got better. We had a wonderful time and won the TR7 concourse cup. There were only 2 TR7's there.



The next National Weekend was in 2000 Cambridge. On the way travelling through Waiouru we got a stone through the radiator and the TR lost all of its green stuff on the forecourt at the service station. Quite a good place for it to happen. We put a self-tapping screw in the hole and a tube of Solder in the cooling system and that lasted until we got home.

Still not the end of the problems. After the weekend was over the President (Peter Mence) was having a drive of out TR when it just stopped for no apparent reason. We had a fast tow back to Cambridge behind Kevin Thorburn's TR8 (I think it's the fastest our car had ever gone) It was discovered that the Lucas OPUS electronic ignition had failed. Two days later we had a Lumination system fitted and in twenty odd years it has never given anymore trouble.

It may sound as though we haven't had a single kilometre of trouble-free motoring since we bought the TR. But that really was the end of our problems. In the last twenty years we have done 85000 kms and the TR has been all but trouble free.

We have attended 7 National Weekends in the North Island and 10 in the South.

In the 20 years or so we have been in the TR Register, I would say its firstly about the people we have met, then the places we have been to, then about the cars.

The handling of the TR may not be as good as a modern car, the Clutch, Brakes and Steering are all very heavy. But it sure is a lot more fun.

Morag and Trevor Cullimore

Bay of Plenty Travellers

Six of our cars booked to join Waikato for their weekend in Ohakune, but disappointingly three of us had to pull out for health or unexpected family reasons. Frank & Anne Cleary with Gary & Heather Kingston made it from Tauranga, meeting up and travelling down with the Waikato group, so enjoyed the Tiger Moths, enhancing a great weekend. Bob & Joyce Birdsall made their own way down.

Our November run took half a dozen cars to the VCC Waikato swap Meet at Lake Karapiro on the 15th, and a few members visited the Tauranga VCC swap meet the previous week. Peter Seaton & myself showing the only TR'S on display.

Duncan has planned our Christmas Lunch for the 13th December, leaving Classic Flyers Cafe after coffee, and taking a round about country route to the Cidery, near Te Puna. We should have some photos from that for the next edition of the magazine to make up for lack of them this time.

Merry Christmas and a Happy New Year, and good TRing in 2021!

Michael



Canterbury Tales...



Boy have we been super busy, the Canterbury **TR**-oupers came out in force, a great turn out to all of the events we organised, I guess they're really keen on driving their cars or is it to see me and Carole!! The cars behaved impeccably and so did most of the **TR**-oupers. The combined Top of the South – Canterbury group drive was a huge success, well done Bill Rogers for your efforts your end, Let's do it again real soon.

We've got lots of ideas for trips next year, although if we get this vaccine I guess you'll all be off on your holidays somewhere!

What we got up to in September - Monthly Drive

A great trip was promised and certainly delivered, a gaggle of **TR**-oupers meeting at New World car park and after gulping down large quantities of coffee we left in an



orderly manner to explore some of the nicer lanes of North Canterbury, arriving at the Torlesse Winery where we were served platters with a selection of delicious cheese ham and other stuff, complimented by an amazing selection of wines. I noticed quite a few **TR**-oupers heading home with bags if not boxes of wine and in our case some port as well, mmmmmm!. On the way home we called into "The Better Half Cafe" for afternoon tea and cakes, as if we really need them! A big thank you to Glenn & Sue Wilcock for organising perfect weather as usual!

September - Monthly Meal

25 hungry **TR**-oupers up for a Chinese meal at Madam Kwongs, the selection of food was amazing and the service was outstanding, and very reasonably priced, I think we all came away with very full tummies and will certainly be visiting here again in the future.

What we got up to in October 2020 - Trip to Kaikoura

What a weekend!, 22 intrepid TRoupers and if I remember rightly around 12 cars, met at the Brick Mill café Waikuku ready to meet up with the Top of the South Group at



Kaikoura. After breakfast we headed north on SH1 to our first stop at beautiful Gore Bay to admire the seaview. It was here that Barry Ricketts stopped with smoke billowing from the bonnet of his TR6!! Gingerly opening up the bonnet to see what horrible damage was underneath, it didn't take long for Barry to identify the culprit ... there was a well-charred piece of wood, smouldering away on top of

the engine. "Oh yes that's right" said Barry, "I used that piece of wood the other day to prop up the starter motor from the exhaust!" Close shave Barry! We all breathed a sigh of relief, and went on our merry way, through the Leader Valley to Waiiau for lunch.

The old Waiiau Hotel had been hit hard during the 2016 earthquake forcing the owners to now operate from a "pop up" Cafe, Bar & Restaurant. Considering the size of our group they did extremely well. It was then a blast up the Inland Scenic route to Kaikoura, meeting up with the gaggle of TRers from the Top of the South group. So after dressing up in our tuxes and cocktail dresses (not) we headed into town for a hearty meal at the "Whaler" where a lot of drivel was spoken and large amounts of grog drunk to wash down the splendid meal served. The following day we breakfasted at the newly open Bernie's American Diner followed by a visit to Harmons Car Collection. We can highly recommend this venue to any car nut and well worth it for the \$10 entry fee to see the nice private collection of American and British cars from the 50s and 60s. It was great to catch up with Bill Rogers, Avril and friends from the Top of the South Register and hope to catch up again with them soon.



October - Monthly Meal

It was great to see 32 members turning up once again at the Cranford Ale House. Affordable prices, good food, good company, what more can you want.

What we got up to in November - Special Show Weekend Picnic Run

We started our run from the VCC Club Rooms, at Cutler Park, Macleans Island where they had their 'Old Cars, Bikes & Coffee' morning., with a chance to have a look around the park and drool over 50 vehicles of all ages on display. A Coffee Cart was there on hand to give us our first Fix of the day

We left around 11am and had a great run around and over the Port Hills, finally arriving at Orton Bradley Park, Charteris Bay, for our Picnic Lunch, with shady spots near the river Some even ventured out for a walk (Why!)! to see the old working mill water wheel, old Stone House, tractors, Cafe, Rhododendron Gardens, picnic areas, streams and walking tracks.

November - Monthly Meal

This month we went to Two Fat Possums, a great turn out as usual, 25 hungry TR-oppers turned up, the food was and service was excellent, we'll be back one day.

Mike & Carole Lester



City of Sails Area Report

Greetings to the faithful, the Keepers of the Marque, and what a varied group we are. It gives me great pleasure to be able to advise the rest of the country that we have indeed been able to get our cars not only out of the warmth of their garages, but also outside our regional borders somewhat. A group of members from Auckland joined in on a run to Ohakune with members from the Waikato Group, also joining with members from Bay of Plenty, Hawkes Bay, and the Capital. Congratulations Kevin Thorburn for organizing what I heard was a most enjoyable weekend! (I'm sure there will be a Report on the trip elsewhere in the magazine).

Our quarter began with a rollicking Pub Night at our usual 'The Good Home', and



with the Lagavulin Lounge booked (more affectionately known as the Whiskey Room) we had the largest gathering for some time.

A great night shared, with a couple of new members also joining us for their first night out, one sporting a Magenta TR6, doubling the number within the region.

November being the time for the AGM we decided to double date that with our Pub Night, so it was that another 20 something members were gathered. Our President Ian Harris will have reported on the AGM for everyone, so I won't dwell on that except to acknowledge my disappointment, as standing Vice President, on the low numbers of those who joined the AGM via Zoom! This was an opportunity for all members to have a say in the running of the Register, and I am sorry that not more took up the chance.

The highlight to date for the quarter was the running of the Isadora Duncan Rally, with 15 cars and caretakers along for the ride. This year's event was organized by our own Treasurer Bruce Baillie and wife Leslie, and given the constraints mentioned in my last report, was a reworking of a run from 2015 starting in downtown Victoria Park and taking us through the northern suburbs of Albany, Paremoremo, Coatsville, Dairy Flat, then West to Waitoki, Kaukapakapa, Helensville fringe, and Kumeu fringe, finishing at Riverhead and a wonderful lunch at the Beekeepers Wife café! In past events we have been fortunate to be joined by members of the Auckland Triumph Car Club and such

was the case again, with two Heralds, a 2000 Estate, Spitfire and a Stag along. Richard Wooster in his TR7FHC joined us for lunch (with his wife). While ATCC have been successful in the past, this year's event saw all prizes falling to TR members.



Although set down to start at Victoria Park we became a bit undone from the get-go with all parking areas taken, the park full of young cricket players ably supported by family and friends. (Note to self on that for the future).

Prizes were won by Grant & Jacqui Oxenbridge (TR6,

but on the day driving their backup MX5) Shaun & daughter Emily Summerfield (TR6) and Isadora's Scarf won by Bruce & Anne Stuart (TR4A). (Joined by my own daughter Juliet, we were unfortunately along in my work Colorado Ute, with Little Bluey suffering an ailment, AGAIN!!!)



As we go to press early in the quarter (to get the mag out before Christmas) the sole event I'm able to report on from December was in fact a shake out test run in Little Bluey, with Murray & Stephanie Booth to Dear Coasties in Orewa for brunch (highly recommended) returning via Wainui, Waitoki, Old North Road, Kumeu, Waitakere and home. All went well.



December will see the Pub Night exchanged for a dinner at Nomad in Pt Chevalier, and the quarter wraps up with our traditional pre-Christmas Brekkie Run to Snell's Beach, always a large gathering assured. This is set down for Sunday December 20th, and as usual will be a typically beautiful Auckland Day!

Let me take this opportunity to wish all members and navigators a Wonderful Christmas and let's get the hell out of 2020 with a Fantastic New Year to come.

Be out n about in those gorgeous TR's and remember -

It's Never Far, In A TR

Steve Martin



Ohakune Trip Thank you

Thanks to Kevin and Elisabeth for the great weekend away to Ohakune, as it was good to let loose after 8 months of Hibernation.

A big thank you to all of those who had their heads under the bonnet of our trusty TR6.

The day before the trip while checking things over I accidentally broke the ROTOR. So shot into REPCO and amazingly they had the correct rotor.

Well the troubles then began, the car ran terribly sometimes not at all the whole weekend especially at low revs. But it would cruise ok at 2500 rpm. So we limped home, constantly keeping the engine at 2500 rpm and that was some challenge with 30 kph areas such as road works so there was a lot of gear changing, clutching and I had never made the most of overdrive before especially 2nd gear. There was definitely no toilet stops as we had to keep moving cause sure as eggs if we stopped that would be it.

On arriving home and the next few days I pondered over everything, tried a new coil, new plugs, new distributor cap, new plug leads, new points, new condenser and bypassed everything to run directly off the battery but that was all to no avail. I knew it must have been something electrical as it would backfire and knock intermittently which points to electrical.

So I thought let's go back to square one and the ROTOR but being new it must be ok!!!. But no even though it could not be faulted with Ohm meter showing no resistance anywhere between rotor and distributor, I compared the old rotor to this new Repco rotor as per photographs and found that the blade on the new rotor is fixed on by a kind of pop rivet which protrudes through a hole and is exposed under the Rotor as per photograph, whereas the old rotor everything is sealed.

So the only thing it could be is this pop rivet protruding under the rotor must have been arcing onto the distributor shaft!!!. So bought a new red rotor and sure enough problem solved.

So some of these things are sent to try us - there were certainly a lot of headaches over this one.

We have had the car around 10 years and this is the first time it's played up but you can't blame the car for this dilemma!!

Thanks again to all.

Rocky and Rebecca Fiske



TRivivia

3:29 PM

A MEDIUM-SIZED BOOK OF BORING CAR TRIVIA

The E39 BMW M5 was the first M5 to be made on the regular 5 Series production line rather than hand built by the M division.

Nissan wanted every GT-R to look good for years to come so it created a 'cushion coat' layer over the paint that was designed to absorb the impact of flying stones, lessening the chances of the paintwork getting chipped. The effectiveness of this technology was developed using a prototype bonnet, an air rifle and a very large bag of peanuts.

During the energy crisis of the mid-seventies General Motors tried to

buy back the tooling for the all-aluminium Buick V8 it had sold to Rover. The Americans wanted a smaller and more efficient engine as gasoline got more expensive but the British weren't for selling. They did offer to flog GM complete engines but the numbers didn't stack up.

The aluminium monocoques of modern Jaguars, starting with the X350 XJ of 2003, are descendants of experimental projects conducted in the early eighties by Alcan and BL's advanced research unit under original Range Rover designer Spen King. These projects included the BL

Advert from 1993

TR4, May 1962, for sale. Blue with white hard top; walnut dashboard, steering wheel and gearshift knob. Radiomobile radio. Marchal fog light, Lucas reversing light. Genuine 30,000 miles; M.O.T. to November 1968. Reason for selling, new TR5. £475 o.n.o. S. Tinkler, 1 Hilda Road, Liverpool 12. Tel. Stonecroft 4401 after 6 p.m.

Car Rally Questions and Answers

We have all competed in answering a sheet of questions during a Car Tour at some time, many answer very seriously others not so much, let me share the questions and answers from a recent tour by a Deep South Group member.

How many railway crossings do you pass (over or under) start to finish?

A__ *I am driving a car not a Train*

What is unique about the monument on the corner of Ahuriri Flat road and the Owaka Highway?

A__ *It is the only one*

What year was the Tunnel Hill tunnel completed?

A__ *two years after it was completed*

How long is the tunnel (m)

A__ *exactly the same as the distance from the entrance to the exit*

How did Cannibal Bay get its name and from whom?

A__ *From the guy that discovered the bones of the people who had been eaten*

After the Papatowai Highway turn (1 lane bridge) you will see a few tall skinny trees on the right hand side. What is their name?

A__ *Peter Paul and Mary*

What were they commonly used for?

A__ *wooden things*

How high above sea level is Gibbs Hill?

A__ *depends how much you have smoked*

As you leave Matai Falls area and head down the hill, what is the name of the old railway siding on the left?

A__ *Chatanooga Choo Choo station*

What road are you on when you see Bales of Hay with faces on?

A__ *The right road. You wouldn't see them on the wrong road*

How many Santa's are there on the walk to McLean Falls?

A__ *He dose'nt exist (not real)*

How many towns with Fire- Stations do you pass by?

A__ *An alarming number. Enough to hose you off*

Brian Hope

CAR...TOON CORNA

“I don’t need to drive ... I only want to better criticize my husband.”



“Did you just change lanes under that truck?”



The Registrar Reports...

TR4A comm. No. CTC68947-LO engine; CT68767E; surrey top, not previously on Register, with new member Rocky Hamilton, Christchurch,

arrived ex California 1996, then went into storage until this year when I purchased it. Appears rust and damage free. Considerable quantity of new parts have accompanied this vehicle. It is awaiting me to finish work on other projects but I have started dabbling with restoring some of the parts (temptation was too much) Never been registered or on the road in NZ. I guess a true shed find.

TR4A comm no. CTC65022-L; rego TR4AOK; listed on TradeMe at \$55,000., later reduced to \$50,000.

The Triumph TR4A has always been an admired English Classic and now they are few and far between. This one is well sorted, having been a Californian car, clean of rust which was given a thorough rebuild in NZ back in 1998/2000, including a recon engine and mostly new interior. It starts easily from cold, runs like a dream with its silky smooth gearbox, plus overdrive. The body is clean and looks original. No sign of rust.. Distance is in miles, so 133091 all up.

TR4 Comm.no. CT32792, sold on TradeMe for \$30,000.,

1964 Triumph TR 4 Comm No CT32792; in sound order; VCC approved; recent cylinder head rebuild, new coil and plug leads by Mac's Garage; good original shocks; twin SUs just rebuilt by Swift Automotive; Strombergs in the boot; original steering wheel with US wooden rim. Electric fan. Goes extremely well. A very docile and well-mannered TR4.

TR6 comm no. CP75759-O, rego TEEAH6 (*rebuilt by Brian Sadgrove*) for sale TradeMe asking \$49,000.

Bare metal [ground up] restoration, no expense spared. Reconditioned - engine (150hp). Lucas fuel injection system and diff. 4 speed manual plus overdrive. 15" Minilites. Oil cooler, electric fan. Moto Lita wooden steering wheel. Aftermarket sports exhaust system. An appreciating classic, inspection welcomed. Mileage is in miles. Current Registration & WOF. Excellent condition

TR6 comm. No. CR1693-O rego. TR6 I now with new owner Brett Shadbolt, Auckland (TCoNZ).

TR6 comm. No CP52370, new rego CP006; with new members Paul and Gael Sweeney, Christchurch. *Ex Robert Giboney.*

TR2 comm. No TS3598-O, rego BT303, with new owner Gary Parker, Hawkes Bay.

At 11/2020:

TR6 comm. No. CP76857-O ex *Ashley Southgate*, for sale as insurance write-off on TradeMe, \$1 reserve, sold at \$23,875 to Christchurch area.

TR4 comm. No. CT8546-O, rego. 65TR4, (1962 model), white, softop, with new member Craig Dennis, Waimauku, ex *Wayne Stark, Ian Burk*;

TR6 comm. No. CR2522-O, rego FQH256 (ex *Will Coop, Mahia*) now with new members Dennis and Cheryl Meyer, Wanganui;

TR6 comm. No. CP51105-O rego 70TR6, TradeMe for \$15,000.

Failed WOF in 2018 because of rust . Report states "corrosion L/F floor pan" Registration on hold. Has been stored in garage since WOF fail. This was my regular weekend car from about 2009 and I have driven it throughout NZ from Invercargill to Kaitaia. Engine runs, gearbox, overdrive, differential are functional. Can be driven but no WOF. LVV certification for seats which came from MX5 and upgraded seatbelt anchorages.

Kevin



Spare a Thought

Gosh, there must be a lot of projects on the go right now – spares are flying out the door, to the point where we are getting low on a number of items.

Typically we replenish stock mid-year, but I might have to bring that forward. I'll make a call about that in the New Year.

There is an updated (December 20) stock list on the website. Out-of-stock items are identified.

There is a bargain to be had too.

We have one Moss Vinyl soft top for a TR6 available, Part # 822021. This would normally sell for \$790.00 as a stock item, or \$750.00 if ordered on indent.

But a one-time SALE price of only \$690.00. (Note, fitting kit 822021FKB, is required, but not included. Available from Moss.)

Happy Days

Ian.



TRansactions

TRansactions



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

T R 4 Hood bows.

On behalf.
For particulars, contact

Ken Pfeffer 06 3485508
or email pfefshoes@xtra.co.nz .



1976 Triumph TR7 V8

First registered in NZ 1980.

Engine swap to 3.5V8
in 1986
(by Morris Turner, Auckland).

Owned by Barbara Henricksen,
TR Register life member
from 1985 to 1990
and sold to present owner
who participated in
classic racing events
until early 2000's.

Car has been used as a
road car since then.

Still in very good condition
but requires a
sympathetic enthusiast to
further enjoy ownership.

Contact Paul Reynolds
0275 730003
or further information.

TRansactions

TRansactions

TR Hood - Black vinyl with fitting,
photo's available
Offers.

Pennant 326 Wheel Brace

Part 589794.

My understanding is that they were
supplied with early TR2 Kits.

It also has an adapter to fit the
later 7/8" wheel nuts.

Photos available.
\$35.00

Timing Chain Sprockets

Part Nos 057113 & 05597.
I purchased from Moss but
didn't use them as my
existing ones were OK.
Save on freight costs
\$135.

TR Tool Kit comprising
- Pennant 325 Wheel Brace,
Ernots grease gun with cap,
7" adjustable spanner,
3 open ended spanners,
2 Dunlop Tyre Levers,
2 box spanners including 1 plug
spanner,
T Williams slip pliers,
Hub Cap removal tool,
wood handled screwdriver.

All are in excellent condition
\$450

Contact for all
birdsall@xtra.co.nz

WANTED

TR6
with hardtop.

Would prefer with O/D

Please phone

Owen Smith

075524637
0274921525

TR2 wishbone arms

All 4 lower wishbone arms
to suit TR2
(believe TR2-6 share these
parts in common)

Phone Malcolm Devereux

021 747 704

Parts for TR2-3A

2 black side screens
Black vinyl hood
Hood frame
4x 2 Ear wheel spinners

Phone
Peter Seaton

0274915566



Deep South Group lined-up in the Catlins

Some Spring colour (the flowers!)



MORE gears—with 5-speed transmission standard or optional automatic.*

MORE rubber—with wider 185 steel belted radials.

MORE stability—with a front end spoiler.

MORE interior selections—with tartan plaid or brushed solid nylon broadcloth.

MORE control—with a lower suspension.

AND STILL MORE:

2-liter overhead cam engine.
Rack and pinion steering.
Full instrumentation.
MacPherson strut front suspension.

Power-assisted front disc brakes.
A cockpit wider than a Corvette or a Z-Car's.
Triumph TR7. The shape of things to come.
Now with more.

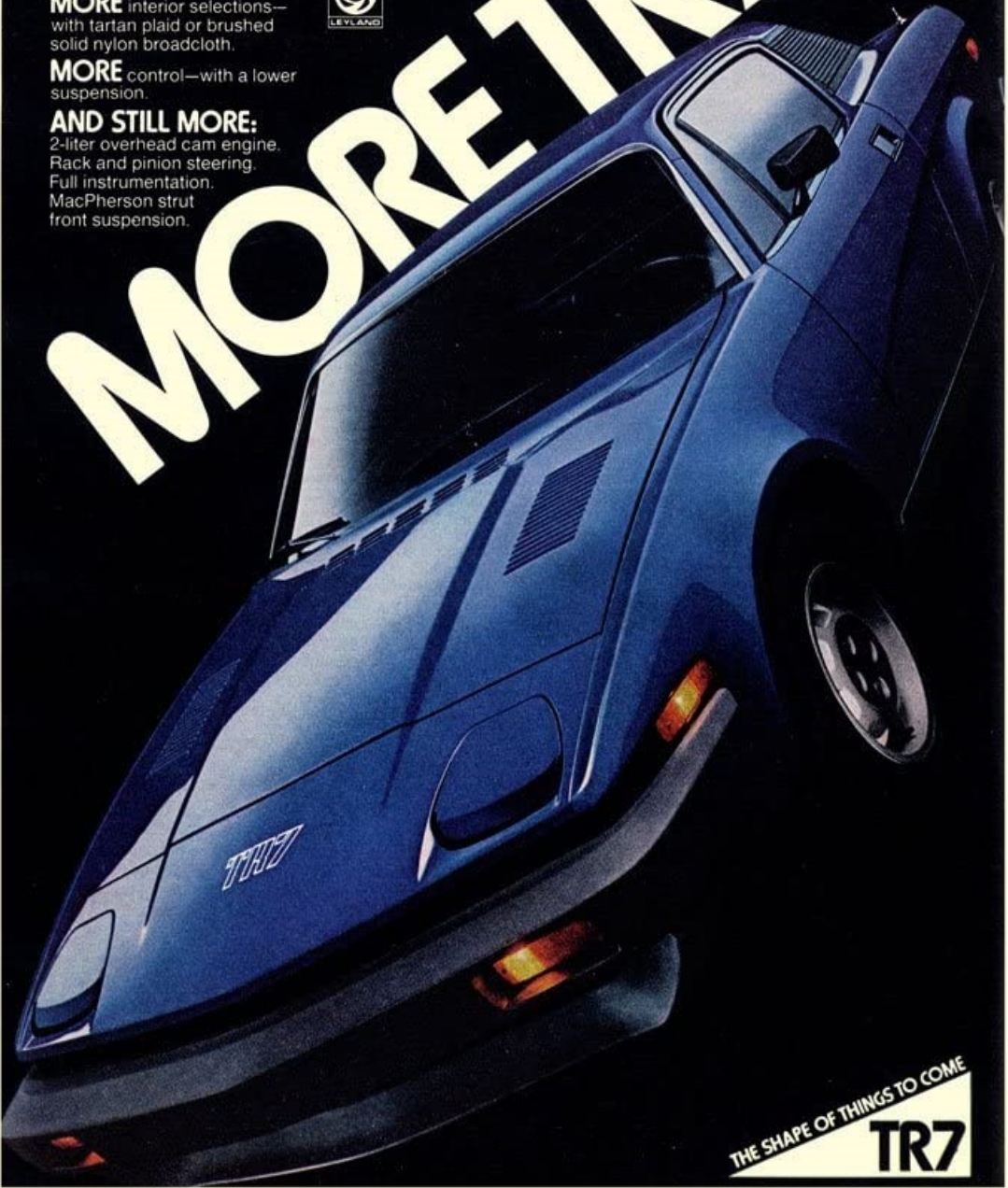


TRIUMPH

MORE TR7

For the name of your nearest Triumph dealer call: 800-447-4700. In Illinois call: 800-322-4400. British Leyland Motors Inc., Leonia, N.J. 07605.

*Automatic transmission not available in California



THE SHAPE OF THINGS TO COME
TR7