



TTransmission

#186 March 2021

Official Magazine of TR Register of NZ



A couple of the Hawkes' Bay team



Cantabrians at The Groynes

TRAnsmiSSion

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FRONT COVER

Nationals line-up.

**See more great photos
starting at Page 24**

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

As Ian mentioned in the December edition I have agreed to hold the reins for a period while he takes time out due to his eyesight which fortunately is responding to treatment.

If you didn't attend the Nelson National Weekend, then you missed a fantastic event. The largest attended Nationals that I can recall with at least 80 cars and 160 souls attending what was a very well organised event by Bill Rogers and his team. I had not quite realised just how much Nelson has embraced their namesake and this theme extended throughout the event to the extent that Lord Nelson himself joined us. There will be much reported in the following pages so all I will say is that if you missed out then we look forward to you attending the 2022 event in Cambridge.

One important event of the National Weekend is the members' forum and this year was no exception. It is an opportunity for your committee to update members on current activities and for members to participate in the discussion. For those who were not there this year's discussion included;

The club has adopted Xero for its financial management and Treasurer Bruce Baillie has been responsible for the implementation. A budget has been set for the year and Bruce is able to generate reports and track progress against budget without a lot of fuss. However, like anything the system is only as good as the information provided so when making payment of subs and the like please note the invoice number and especially your own name.

Mike Tubbs has volunteered to take on the spares operation and as reported in the December TRansmission a stock management programme that is compatible with Xero is being investigated ahead of the transition. Whilst there are benefits in tracking stock numbers for reordering and the like, when linked with Xero the club will know its true financial position at any time. This role can be time consuming and we thank Mike for putting his hand up to take on this important role.

Alisdair Keucke has been spending many hours checking and preparing the membership database with the intention that it will be uploaded to the members only area of the website. However, as you can imagine the database can be a dynamic document as members come and go and addresses and contact details change. As Alisdair relies on you to communicate changes in your contact details in order to keep the database current would you please keep him in the picture.

It is apparent that in the past few years our classics have increased in

value, considerably in some instances. Given the increases in values it would be worthwhile having your classic appraised for insurance purposes. If you are not able to find someone that can provide an appraisal then Ian Harris may be able to assist in this regard.

While on the topic of insurance, the Swann Insurance company contributes to the club a commission when members insure their car with the company. This contribution assists us meet our operating budget and while I am not advocating Swann, perhaps you might have the company provide a quote that you can access against those from other insurers.

Membership renewals receipts have been poor this year. Invoices were generated from Xero and emailed to all members in September last year. In future reminders will be automatically generated fortnightly to remind those that have overlooked payment. Much time has been spent following up by Committee and Group Leaders in order to give members the opportunity to pay ahead of the difficult decision when the committee will decide to cancel the membership of those whose subs are outstanding.

On a lighter note I was reminded today of the camaraderie that exists between car enthusiasts when I joined the Bay Of Plenty and Waikato groups for a visit to an outstanding private collection of not only classic cars but trucks and earth working equipment. The owners welcome enthusiasts such as ourselves and love to show what is an eclectic collection of big boys toys. It always amazes me just what is tucked away in collections around the country, so perhaps the Waikato Nationals organisers might include a visit to the collection.

Cheers

Frank Cleary
Acting President

EDITORIAL TEAM

TALK

Welcome to this Nationals edition of TRansmission. For those who attended, you'll know what a very well organised and hugely successful event it was. For those who couldn't be there, hopefully you can enjoy some of the stories shared by members in this magazine and get encouraged to be at next year's Nationals in the Waikato.

There's a bit of information about the 2022 Nationals in Waikato Wanderings on Page 30, with more detail to follow in the June magazine.

Thanks to all who sent in photos (see the excellent collection of photos in the magazine centre and in many of the other articles) and who pulled a few words together on your experiences. And thanks for the continuing contributions on technical matters (special mention to Ken Pfeffer, but thanks all) and general TR "stuff".

The result is a 48 page issue and that's after holding back some material for the future. We know our club is in good heart and members are enthusiastic when we see the volume and quality of communications and material we receive. Keep it up!

For those who went to Nationals, we've copied below a paragraph from Bill Roger's Top 'O the South report to make sure you don't miss it.

We were fortunate to have engaged the services of professional photographer Garrick Cameron. He captured some on-road shots during NW2021 and the After-tour. If you'd like a reminder of your Triumph in the Top O' The South, then lookup Garrick's thumbnail gallery on website www.studio5.co.nz. Maybe your vehicle is one of the many featured. As well as prints and digital images for sale, the site gives prices, ordering instructions and other helpful information.

That's it from us.

Enjoy reading.....

Cheers

Stephen, Trevor, & Brian

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Top O' The South

THE TOP O' THE SOUTH REPORT

Greetings all. We trust those of you who attended NW2021 arrived home safely and without incident. And to all of you, we hope you're experiencing the delights of a well performing Triumph on autumn roads.

For our part the last quarter left little time for outings, the demands of the Nationals on a very small team, and the challenges of designing a smooth running event, required full focus.

DRIVE YOUR TRIUMPH DAY

Notwithstanding the looming Nationals, and the myriad of details to be checked, and re-checked, Feb 10th was a day of leisure. Year by year it's becoming a fixture of international recognition, an opportunity to celebrate Sir John Black's birthday, the man recognised as the saviour of Triumph.

As I had done for the last five years, I called on some company to share the occasion. And giving thanks to Sir John, Avril and I headed for a cafe lunch in the delightful Pelorus Bridge setting. Leon and Varley accompanied us and we collected other participants along the way.

With seven Triumphs and fourteen people taking part, the turnout was encouraging. The marque was well represented. A couple of Triumph Stags, a Dolomite, a Triumph 2000, a 2.5 Saloon, a TR3A and a TR4 all on display. They made a colourful line-up under the Marlborough sun.

It was pleasant dining outdoors, the sun shining, the stands of native bush flanking the tables. And it was interesting talking with our new found acquaintances, learning of their attractions to the Triumph brand, and taking time to inspect their models of choice. So after an interlude of three hours, or thereabouts, it was time to call a halt. Everyone headed for home.

And as for me, I have plans for another outing, same date next year. Drive Your Triumph Day in the Top O' The South is fertile recruiting ground. What was a seven car turnout this year saw three cars last year, and two cars the year before that. I've already set an ambitious target --- next year a ten car line-up. I reckon it's attainable.



A TRIP TOO FAR

Oh, how self-satisfied I felt returning from our Drive Your Triumph Day outing. A hugely successful initiative. Great weather, a wonderful venue, and lots of new Triumph owners with which to share the occasion.

Alas, for my TR3A, it was but a trip too far. Fifteen or so kilometres from home the poor engine, old and tired, suffered a major melt down. I finished the journey in the cab of a breakdown truck, the car lashed to the deck behind. And Avril had her first ride in a Stag. New found friends Harold and Noeline Gratton happened along, a half an hour or so behind us, and came to Avril's aid.

The following morning the engine was removed and trucked to Nelson's Precision Regrinds. There it's been stripped and prepared for the re-build. We're not keeping much, just the block, flywheel, camshaft and rocker gear. Everything else, from, and including, the head to the crank, and all internals, will be replaced. Parts have arrived from Moss USA and I'm hopeful we'll be motoring again early to mid April. All proceeding to plan, I should be back on the road as you're reading this. But someone was bitterly disappointed this year. In the quest to fund the repairs, there was no discretionary money for Easter eggs.



NW2021

Far be it for us to pass comment on NW2021, for as the hosts it is inappropriate that we do so. Suffice to say, a huge honour was bestowed on the Top O' The South. A record breaking attendance, both in the number of cars and the number of attendees. All the more remarkable given the Covid threat. Indeed, the 12 months preceding were times of great uncertainty. Thank you all for keeping the faith, your attendance did us proud. The Top O' The South warmly congratulates the winners of the various trophies and prizes.

We were fortunate to have engaged the services of professional photographer Garrick Cameron. He captured some on-road shots during NW2021 and the after-tour. **If you'd like a reminder of your Triumph in the Top O' The South, then lookup Garrick's thumbnail gallery on website www.studio5.co.nz. Maybe your vehicle is one of the many featured. As well as prints and digital images for sale, the site gives prices, ordering instructions and other helpful information.**

And now, with our lives returning to normal, it's time to wish Peter and his team every success. They're good sports, they've volunteered to host NW2022. To be set in delightful Cambridge, with its many attractions on offer, the event will be keenly anticipated.

HOSPICE CHARITY VEHICLE DISPLAY.

A regular feature in Marlborough's March calendar, the Hospice show returned this year. And as has been the case since 2012, I've displayed the TR3A on every occasion, and, wearing my Classic Motoring Society hat, have assisted with car marshalling duties.

This time, sadly, our TR3A wasn't available. Readers of this report will be aware of its petulant performance on 10th Feb, of its melt-down, and that it's laid up undergoing a full engine rebuild. But ever dependable Leon and Varley were there, their TR4 on display, looking smart, and commanding plenty of attention. My friend Pat Pascoe heard of our predicament and suggested we take his 1995 MGR V8. With a little reticence I accepted. An MGR V8 to keep Leon's TR4 company.

So it was that Avril and I arrived at the Hospice show in style. And in comfort too. Comfort, a word out of place in the TR3A's vocabulary. And what a novel experience. The warmth of a heater on a chilly early morning, a radio, doors sensibly designed and offering better security, the unfamiliar power of almost 4 litres, an engine that loped with effortless gait - - 100 kmh at between 1700 and 1800 revs, and the smoothest, slickest, gearbox I'd ever driven. No more the waft of burning oil. No more the furtive glances at the water temperature gauge. No more the need to rug up as if on some polar exploration. And Avril's take on the MGR V8 you ask? She didn't like it. Not one bit. She prefers the TR3A. And the driver's opinion? Um, um, yeah - nah. SIDESCREENS FOREVER!

But I was caught out - captured by camera at the helm of the MGR V8. Lest I embarrass myself further, a solemn vow. Never again will I grace the driver's seat of an MG.

Cheers from the Top O' The South,

Bill

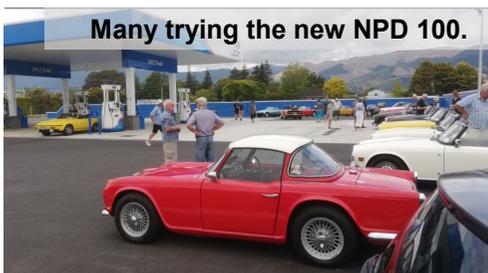


To the left a proud young man. Above, a slightly older and not so proud man - Bill caught (in a bloody MG), but a promise there'll be no repeat.

AFTER-TOUR 2021

For those with a sense of adventure and a desire to explore the wider Top of the South region, the “Coast to Coast – A voyage of Discovery” beckoned at the conclusion of the highly successful NW2021 in Nelson. However, at 6.00am on Sunday 28 February the dark clouds of Covid 19 once again cast a shadow over NZ as Levels 2 and 3 restrictions were re-introduced at extremely short notice. This necessitated a division of groups at the farewell luncheon for which the numbers would have otherwise exceeded the limits allowable under Level 2 restrictions - those On the After Tour were shepherded to the right, those Not on the After Tour to the left !

Following brunch and a few short speeches the After Tour team hit the road with a first gathering at the new NPD fuel stop in Richmond where many topped up with NPD's new-to-the-market 100 Plus fuel. The line-up of TR's was impressive with some 25 cars parked around the perimeter of the courtyard. One notable exception to the TR family, which attracted a good deal of attention, was the silver AC Cobra in which Phil and Julie Hoffman had arrived just in time to participate in the After Tour. With tanks filled, and sponsorship obligations completed, the course was set for Westport with a short coffee stop at The River café for those who felt the need. With darkening clouds overhead many opted to forego a coffee stop, intent on getting as much topless motoring in as possible before the forecast rain set in. Fortunately, this didn't amount to much and an enjoyable drive was had through the scenic Buller Gorge past old mining towns such as Lyell and Berlins.



The first evening's meal was a group dinner at the Westport Bridge Club where an enthusiastic team of bridge club volunteers put on a delicious buffet meal despite a breakdown with the clubroom stove. The meal was slightly delayed whilst an alternative solution was found but everyone was in good spirits after the day's run and I think we all quietly celebrated the fact that we still had our freedom to roam whilst others in the Upper North were not so fortunate. We left the Bridge Club with expanded waistlines and with some members promising a re-visit in the morning to collect hydrangea cuttings (that's West Coast Hospitality for you !)

Monday saw us heading to Karamea in light, misty rain. First stop however was at Little Wanganui where an impressive private collection of tractors, agricultural vehicles, and



Toyota 4 wheel drives held our attention for close to an hour. There were a significant number of the ubiquitous 'Little Grey Fergie' tractors on display, including the oldest, and second oldest in NZ. From here it was a short run up to Karamea for lunch at The Last Resort, then, with the rain clearing we were left to check out many of the sights and attractions that dot the route from Karamea back to Westport. This area abounds with history – there are old gold workings, deserted coal mining towns and old ports where coastal traders once called to pick up their loads of coal and timber. We took a 15 minute walk through native bush to Lake Hanlon and were rewarded with a spectacular vista of lake and bush, complete with some amazing reflections. One not to be missed attraction, Denniston, is a DOC maintained historic mine site from an era when miners and their families eked out a living in one of the most inhospitable locations imaginable. The Denniston Plateau is a bleak, windswept site which is frequently draped in cloud whilst the coastlands below remain bathed in sunshine. The mine site and ruins are well documented with signboards, photographs and site maps.

Evening saw the arrival of the forecast heavy rain but we awoke to clearing skies. Our destination for the day was Hanmer Springs but first there was some magnificent, top down motoring to be had! The run from Westport down the coastline to Greymouth is one of the most stunning coastal drives in NZ with the Tasman Sea pounding the pebbled beaches and rocky headlands and creating a fine sea mist that envelopes you as you motor along. Punakaiki was a popular coffee stop and many took the opportunity to view the Pancake Rocks whilst the lookouts and vantage points weren't swarming with overseas tourists – the usual half dozen or so tourist buses were noticeably absent on this visit! With the line up of classic cars, and the absence of tourists, one could have been forgiven for thinking we had been transported back a few decades to when NZ was a little less busy.

Our onward journey had the option of heading to Reefton via the Southern side of the Grey River, or via the Northern side. The latter route took us past the old Brunner mine and on to Blackball, where we and a few other cars stopped to pick up some of the famous Blackball salami and also to pause for a photo outside the even more famous (or infamous) Blackball Hilton. A brief return of rain had us putting the roof back up only to find the weather clear again a few kilometres up the road. The historic mining town of Reefton was our lunch stop with many also taking the time to peruse the local antique shops and art galleries before setting off on the next leg of the journey through the Rahu



Famous (or infamous) Blackball Hilton

Saddle road to Springs Junction. From there it was a pleasant drive through the Lewis Pass and on to Hanmer Springs where the hot thermal pools beckoned.

Wednesday was another fine day with the destination, Kaikoura, only a two hour drive away. After a late breakfast we enjoyed a lazy morning exploring more of Hanmer, including the now-derelict Queen Mary Hospital which is set in over 4 hectares of park-like grounds with many old and magnificent trees. Today we farewelled a number of after tour folk from Canterbury and further south who opted to start their return journey homeward, foregoing the final day run through to Kaikoura.

The inland route to Kaikoura passes through Waiau where there was the choice to take the Leader Road or the Mt Lyford Road. Those taking the Leader Road through to SH1 then got to drive up the coastline through some of the earthquake repaired sections of the Highway. Kaikoura was bathed in sunshine and a pleasant pint or two were enjoyed at the Pier Hotel at the southern end of the beach whilst others explored the local shops, beaches or nearby seal colony.



The final day dawned bright and sunny. A number of TR's lined the road outside Bernies Diner, an American-inspired café, where the pancakes covered in maple syrup went down a treat! At the rear of the Diner there is access through to a substantial private collection of (mainly American) classic vehicles which are definitely worth viewing. Finally it was time to head off on our respective homeward journeys, our 'Coast to Coast' Voyage of Discovery complete.

Jon Harrey





Deep South Group

The post Nationals' report is always an easy report to do. Things have happened with members going to and returning from the Nationals and there is the Nationals themselves, always food for reporting on.

Once again the Deep South had a good turn out of members attending (15 cars 29 members) with 7 cars making their way from Dunedin and meeting most of the Central Otago members at Geraldine. A hot nor'westerly drive following the Inland route took us to Rangiora, our destination for the night. We all gathered at the local hotel for our dinner and to help Lyn Gray celebrate a birthday of some significance! It was a great night and a good start to our Nationals' adventure.

First drama, Stephen and Gail's car stopping just short of the Grassmere Salt Works and the frustration of trying to explain to the AA where they had broken down. Once Stephen had the AA sorted and they had arranged to get a mechanic/ breakdown out to them the rest of us headed on to Nelson running into rain just out of Blenheim.

Unfortunately our dramas were not over and Mark McLachlan broke down on the Blenheim side of the Whangamoia saddle. There being no cellphone coverage in the area, Viv and Doug Osborne had to do a shuttle service between Mark and the other side of the saddle where they could get cellphone reception to the AA . All the while it was pouring with rain.

Mark made it to the motels later that night on board the tow truck and Stephen and Gail made it the next morning in a rental car. In both cases the problem with their cars turned out to be electrical but happily they were repairable and no further problems occurred while on their trip. .

The concourse d'Eligance was held on the Friday morning and proved to be great success for the Deep South Group with Peter and Julie Drummond winning the TR2/3 Standard Class, Ian and Lyn Gray winning the TR4/5/250 Standard Class, Colin and Jo Deaker winning the TR6 Standard Class, Angus and Marg Katon receiving the Berry Wilson Memorial Trophy for the TR with best Vibe and Trevor and Jane Payton achieving third place in the Pride of Ownership. All in all a very good show from the Deep South Group.

The rest of Friday went very well, with road trips to the Kaiteriteri area and then home again for a Beachside BBQ.

Saturday was another busy day, with a visit to the famed Nelson Saturday Market or a trip to Founders' Heritage Park to take in some of the history of Nelson.or to go and see the Nelson Classic Car Museum's incredible collection of classic cars. In the afternoon a Lake Run had been organised and after collecting an afternoon tea snack

pack we were free to take a leisurely run down to Saint Arnaud and return.

The evening was the Nautical themed dinner and awards' presentation, a great night with the Deep South group all decked out in our "Sailing Away" uniforms complete with Sir Peter Blake red socks. We were also lucky to be able to travel to the venue and back in a genuine London Double Decker bus. A fairly noisy trip led by Colin in the front of the bus!!

Sunday was the farewell lunch/brunch and so ended another memorable Nationals. This year was a record for the number attending, over 80 cars. Bill, Avril and their team did a great job and are to be congratulated on their organisation and the way they looked after us.

Jane and Trevor

Some other Deep South views of Nationals

The journey up

The Dunedin attendees at Nationals left town early-ish on Wednesday morning with a planned run through to our one-night stopover in Rangiora. As always, the focus seemed to be on the morning tea and lunch plans – the first of those was a great stop at the Moeraki Boulders restaurant for the first, second, or third coffee of the morning with the obligatory muffin or scone (or did Colin Deaker have a pie?).



A gentle, pleasant, and top-down cruise up State Highway 1 until the turn off for Geraldine, planning that the rest of the journey be up the scenic inland route. While a little bit longer than the state highway, as its name suggests it is scenic, and more importantly, there is typically much less traffic, as there was on this occasion.

Barkers Foods, famous in Geraldine, have recently established a new "Foodstore and Eatery" which became our lunch stop. They have an amazing range of jams, chutneys, spreads, etc for sale. Lunch wasn't bad either. The Central Otago contingent joined us here.

As we headed further up the island, the nor' Wester started to strengthen and the temperature rose with it. We pulled into motels at Rangiora that afternoon with temperatures in the mid 30s and some of the guys seemingly desperate for a re-hydrating beer.

A number of the Central Otago members were staying elsewhere in Rangiora and as Trevor has mentioned in his report, dinner that night was at the local hotel and we got together and celebrated a significant birthday for Lyn Gray who very kindly put on a few bubbles and cake.

The next day dawned fine, but there was a pretty grim forecast for the planned



journey up the East coast (or the other way to Nelson for that matter). The forecasters got it pretty right, so well before we made it to Kaikoura there was pretty steady drizzle or rain for large parts of the journey through to Nelson.

It was a bit disappointing not to be able to view the spectacular works that have been undertaken on some of the cliff faces or some of the spectacular changes wrought by nature on the landscape by the earthquakes, although we did jump out of the cars for 2 minutes for a viewing in the rain at one point. Gail and I recently went back and took the Coastal Pacific train with friends from Christchurch up to Picton and back, so did get a chance to see some of this more closely. We highly recommend this train journey.

Our first group “breakdown” was a smashed headlight on Doug and Viv Osborne’s Spitfire which was cleaned up, in the rain, at our lunch stop at The Store at Kekerengu.

The second was our TR4 right beside the turn off to Marfells Beach. Fortunately, the rain had stopped and it wasn’t 35deg like the day before, as we spent three hours waiting for the tow truck to arrive, courtesy of the AA’s totally inflexible approach to requiring a mechanic to turn up to try and fix the problem roadside before they will send to tow truck.



On arrival the mechanic told us he had explained to the AA person that this was a waste in this case.....Mark McLachlan had similar troubles further up the road to ensure a “memorable” day for the Deep South Group.

Eventually, the rest of the Higgs’ journey was a tow truck to a motel in Blenheim for the night and a rental car through to Nelson on the Friday morning. The TR4 left on the tow truck before we did, arriving in Nelson by 8 am and joining three other TRs at Cartel Works, the workshop beside the car museum most of us visited on the Saturday.

Special thanks to Bill Rogers who put us onto a local person who put us onto this Nelson workshop. They had the car fixed very quickly on the Friday so we could join in the Nationals. And of course the car was faultless all the way home!

Thanks to all of the organisers for a most enjoyable weekend. Location, venues, caterers, drives, and the various activities we were directed to were all excellent .

Stephen Higgs

Day 2 - Saturday

Day Two of the Nationals dawned before 6am to the dulcet tones of a sidescreen TR returning "home" to Tahuna Beach Holiday Park - mystery still surrounds the perpetrator of this early morning wake-up call...

Selecting a visit to Founders Heritage Park from the rally organisers' list of suggested activities, we some time later motored around Nelson's busy foreshore road, to arrive just before opening time. Founders Park boasts a delightful collection of early Nelson memorabilia, including buildings like Thomas Goodman's bakery, Newman's Coaches Livery Stable, Ernest Rutherford's family cottage, & even the 1862 Bank of New South Wales. The accessible Bristol Freighter aircraft and a wander along Mechanics Lane treated us to a nostalgic trip down memory lane.

Next, it was off to Number 1 Cadillac Lane, home now of the Classic Car Museum, with its dazzling collection of over 150 immaculate vehicles. From 1964, this was the site of a Standard Triumph assembly plant, turning out, in its heyday, Triumph 2000s, Heralds, Leyland vans, even Jaguar XJ6s and Daimler XDs. Worthy TR examples were quickly spotted amongst the scores of fine exhibits, & with the ship-shape restoration workshop open to us, it was easy to see how the museum's sparkling standards are maintained.

Collecting afternoon snack-packs from the fabulous Triumphs At Trafalger support team (the sportscar-shaped shortbreads were an outstanding TReat), it was off on the afternoon Lake Run. Great touring roads through Golden Downs forest led us to St Arnaud and the amazing Classic Boat Museum's array of memorable vintage watercraft - check out that eye-catching "Baby Thunder" when you next get the chance.

Close by is tranquil Lake Rotoiti, where scores of black, writhing, native longfin eels rose eagerly to the proffered cat kibble, although the eels had to compete with a flock of hungry mallards who arrived on the scene at a mere rustle of the plastic bag.

An equally enjoyable return drive to Nelson capped off the day's intriguing discoveries on Day Two of Triumphs At Trafalger.

Annette McDonald

Hawkes Bay Happenings...

A new year has started and we look forward to being able to use our TRs in fine, warm weather.



On the way to
Kairakau Beach

Our first run of the year was set for January 10th and early in the week the weather forecast was not looking too promising, however on the day it was warm although rather overcast. 6 TRs met at The Potting Shed Café in Hastings for the obligatory coffee (or tea) – 15 people in all, Gary & Joyce (TR2), Bruce & Trish (TR2), John & Jenny (TR3a), Paul & Susan Jane (TR4a), Pete & Chris (TR6) and Ian (TR7), Ray & Carol (on foot) and us in our Mazda. Unfortunately our TR2 was at home in the garage on axle stands awaiting a part for the starter motor that had failed during the week – best it failed now than during the National Weekend!

After quenching our thirst we departed for Kairakau Beach (apart from Ray & Carol) led by Bruce & Trish. A lovely drive south down the Tukituki valley onto Kahuranaki Road, branching off by Elsthorpe to the beach. Very little traffic apart from two motorhomes which were passed with ease.



And at the beach....

Arrival at the beach and the sun was starting to shine through as we parked looking out across the Pacific. This is quite a popular place to camp at holiday time as well as there being a number of holiday homes, but there was plenty of room for us. We were then joined by David & Jane in the TR5 so we almost had one of every model TR. A picnic lunch was set up behind the cars, which gave us some shelter from the sea breeze. Some tasty looking food was consumed and Jenny had obviously been busy in the kitchen, handing around some rather tasty cheese straws, chocolate brownie and



then some yellow plums – yum. After lunch a walk along the beach was called for, including a paddle in the sea – not too bad. After returning to the cars some of us even ventured in for a swim and body surfing – you have to do these things. As we were standing by the cars a woman approached asking if anyone had some jumper leads as her car would not start. We assume she saw a bunch of old cars and thought they must have some. Bruce came to her rescue and gave her the

thrill of a ride in a TR2 back to her car. Unfortunately the problem was beyond jumper leads, so the AA was called to assist. A lovely day out in the sun with friends in great cars. What more could you want – spare a thought for those in Britain or USA.

Kuripapango TR Run

Valentine's Day dawned a magnificent day, the perfect day for a TR run to this amazing DOC river and native bush area of Kuripapango on the Napier Taihape Road just before Gentle Annie.

Meeting at the Silky Oak Chocolate Café is always a good way to start our run, Paul & Susan Jane Stitchbury , Dorothy & Roger Jopling, Maree & Steve Bevan and some lovely tag alongs in their stunning Jaguar XK.

Coffee, hot chocolates (the best ever) with some catchup chatter soon had us on the road to Kuripapango a fab road for TR's some twisty stuff, tops down, clear skies and no trafficperfect!

Arrive at destination, looking for a shady spot to enjoy picnics and of course the fabulous social side of being a TR



member. Sharing knowledge and experiences with our cars and of course life and all it has to offer.

After a leisurely lunch we took a lovely stroll down to the river. It is stunning, crystal clear free flowing water, rugged rock formations and our lovely native bush all around, the water temp was not too shabby either although no one ventured in for a swim! We left that to the much younger campers.

And then it is time to pack up for the wonderful drive back home – what a day.

TR National Weekend

5 nicely polished cars headed off to Wellington on the 24th February at the beginning of the National Weekend journey to Nelson – Gary & Joyce in the TR2 who left earlier, and the remaining 4 – Steve & Maree TR6, David & Jane TR5, Paul & Susan-Jane TR4a and us in our TR2. A beautiful sunny day so tops down. I had heard of major road works south of Mangatainoka so we skirted around them by using the back road that Paul knew down the foot of the Tararuas. This was my first time on this road and what a lovely drive it was, thanks Paul.



Lord Nelson welcome

Lunch at Eketahuna and on to Wellington. Unfortunately the weather changed somewhat as we traversed the Rimutakas, but stayed dry. A wonderful evening meal at Monsoon Poon and then bed in preparation for the Ferry crossing in the morning. Still dry but rain promised for Marlborough and Nelson. A smooth crossing but raining in Picton so roof up before we disembarked. Lunch at Havelock which was rather disappointing and on over the hills to Nelson. We booked in at

our various accommodation and gathered at the Beachside Conference Centre for Registration. What a crowd of happy TR people – in fact the biggest yet - gathered there with much chatter and renewing of friendships – the first of many very well organised events. How lucky we were to be able to do this.

Friday morning was set for Concours so I got up early to chamois off the rain that had fallen overnight then had some breakfast during which time of course there was another shower of rain! Off to the Trafalgar Centre where the cars were sorted for Concours and then we were welcomed to Nelson by a very convincing and humorous



Classic boats for classic car lovers



Admiral Horatio Nelson. While the judges examined the cars we were free to wander around Nelson City. A run up to Kaiteriteri and Marahau was set for the afternoon, but as we were heading this way we didn't do this instead heading for some wineries out of Richmond. The traffic was phenomenal through Richmond as it was school out time plus roadworks everywhere. Unfortunately the smaller wineries we chose to visit were closed as it was grape picking time so back to Tahunanui (eventually) and a cold beer at The Sprig & Fern craft brewery. A BBQ dinner was put on with lovely food at the Conference Centre to finish the day.

Saturday morning it was suggested we visit the Saturday Market, Founders Heritage Park and Classic Car Museum. We managed the Market which had a lot of local produce and crafts and then the Founders Park which was fantastic although we needed more time to do it justice. A great collection of Nelson's history. In the afternoon we took the trip out to Saint Arnaud and the Classic Boat Museum. A wonderful drive through rolling country accompanied by a group of TR6's. The Boat Museum has a large collection of old boats including a Chriscraft and a replica of an American boat from the 1920s, magnificent in its high gloss wood finish. Also some hydroplanes which I remember from my very much younger days at South Brighton. Down to the lake to see the large tame eels around the jetty. A lovely time at the lake before the return journey by the same route.

Dress-up time for the Nautical theme to the Gala Dinner. Buses transported us to the Trafalgar Centre and what a colourful lot we were, from penguins to mermaids and lots of Captains, sailors and pirates, but only 1 with a parrot – well done Bill. More food then presentation of the Concours awards. Hawke's Bay scored awards in the TR4,4a and 5 section – well done David and Jane TR5, and we received the award in Masters class.



Sunday, the final day, there was a Group leaders meeting followed by Forum and then the Farewell Brunch. Of course due to the change in Covid levels the brunch was split into 2 groups, 1 for those doing the after tour and the rest in the main room.

Goodbyes to all and many many thanks to the Top of the South team for a very well put together National Weekend – they just seem to get better.

And so we all went our separate ways, some headed home, some on the After-tour and we headed off on our own travels – but that is another story. All the HB cars ran well except for a small brake problem to Gary and Joyce's TR2 and a starter motor glitch with Steve & Maree's TR6 – quickly sorted.

When we finally arrived home we had covered just over 1600 miles of total enjoyment. The West Coast is wonderful TR country, must do it again sometime, maybe when it isn't raining!

We hope to get some more settled weather over the next couple of months so we can get out and about in the TRs and we will continue our monthly Club Nights which are usually well supported.

Happy MoTRing

Graeme & Joy

Nice to see Rimmers profiling this new car which lives in the Deep South.

Michael Tilyard is a bit of a petrolhead (also has a wonderful AC Cobra) and he has put a huge effort into completing this restoration.

It was his father's car so I'm sure that's added to his pleasure in completing this process.

Well done Michael and welcome to the TR community.



Rimmer Bros

★ A B I G thank you ★ to Michael Tilyard for sending us through your photo today, all the way over from NZ! Michael's '74 TR6 was originally his fathers (wow) and we have been fortunate enough to supply the parts for this beauty for years. We are honoured to have been a part of this restoration and are delighted that it's finally complete 🏆 What a triumph 😊

Wellington Wafflings..

It has been a quiet summer in Wellington, with TR group activities over the past few months mainly limited to our monthly social evenings on the last Wednesday of each month. These continue to be well attended, with the venue rotating between three or four local eateries. Members visiting Wellington from other regions are welcome, and if you think you are likely to be in Wellington on the last Wednesday of any month please feel free to ring Jonathan for details.

Wellington members have also been getting out and about in their TRs on a regular basis. Some have been travelling further than others of course and if anyone is wondering whose black TR3A was featured on the contents pages of Classic Driver recently that was our very own Ken Saville, obviously enjoying himself on the Classic Alpine Tour back in November.

A good few of us also made it to the Nelson National Weekend, which we greatly enjoyed – well most of us most of the time anyway. There was one local member whose TR6 suffered a small breakage. Fortunately, however this did not result in any non-financial injuries and seeing Grant's car being worked on certainly added interest to our visit to the Cartel Works restoration workshop!

Due to his chronic disorganisation the Wellington group leader did not manage to get his own TR to the National Weekend, but still had a great time co-driving with John Hill in TR1954 (not to be confused with another red TR2 with a similar numberplate ...). He thoroughly recommends the co-driver seat to anyone who gets offered such an opportunity. Thanks John!

Thanks are also due to the organisers of the weekend, who did a marvellous job and it was great to see their efforts rewarded with a record attendance. Congratulations to all involved.

Johnathan

Coming Events

Wellington group pub evenings are on the last Wednesday of each month. Local members will receive advice of the venue for the month by email. Or contact Jonathan on 021 124 7950.

Bay of Plenty Travellers



Our first run of 2021 took a small group of cars to the Rotorua Car Show in January, which seems to have become an annual trip [also a chance to catch up with Bob Birdsall], and so far has proved to be a good day out (photo top of facing page) .

At the February Pub night the March run was planned to The Muscle Car Garage at Cambridge, regrouping at the Karopiro Cafe for coffee before continuing to the venue, after which moving to the Prince Albert, Cambridge, for lunch. Fortunately Peter Parker from Waikato TR's was aware of are trip, a local one for their group, and managed to gather a small group of their members to to join us for coffee and the venue.

[3 being in moderns for various reasons], left Tauranga at 8.45am. Owen Smith sported his new TR6 on its first B0P run.

What a great venue the Muscle Car Garage turned out to be. Beautifully laid out with a great variety of different cars, trucks and massive – yes massive – earth moving machinery. Our group was made very welcome, and given an informative talk.

CONSENSUS :- so much to see ---'WE WILL RETURN'.

Thank you Waikato for joining us, and Duncan for organising the trip

Michael





NEW MEMBERS

Welcome to our new members this quarter. We look forward to meeting you at the next social occasion or TR run and hope you enjoy your TR ownership and the fellowship and assistance the Register offers.

Dennis	Craig	Auckland	1965 TR4
Denny & Cheryl	Meyer	Wanganui	1973 TR6
Julian	Smith	Auckland	1974 TR6
Andrew	Lamb	Auckland	
Grant	Miles	Christchurch	TR6
Jonathan	Foate	Christchurch	1966 TR4A
Roger	Blake	Katikati	1972 TR6
Gary	Parker	Hastings	1954 TR2
Nigel	Monk	Tauranga	1969 TR6





TR Register Concours Results - Nelson 2021

Masters Class	First	Graeme & Joy Thomas	96%	TR2
	Second	Lyn & Val Scott	95%	TR7DH C
	Third	Jon & Cheryl Harrey	84%	TR7DH C
TR2/3	First	Peter & Julie Drummond	80%	TR3A
Standard Class	Second	Brian & Carol Thomas	77%	TR2
	Third	John Hill	61%	TR2
TR4/5/250	First	Ian & Lyn Gray	82%	TR4A
Standard Class	Second	David & Jane Mackersey	75%	TR5
The Robert Johnston Trophy				
TR4/4A/5/250	First	Jim & Karen Davis	95%	TR4
Modified Class	Second	Phillip & Barbara van Deurs	93%	TR4
	Third	Steve & Rob Brettell	74%	TR250
TR6	First	Colin & Jo Deaker	94%	TR6
Standard Class	Second	Mike & Janie Tubbs	93%	TR6
	Third	Bob & Shirley Taylor	83%	TR6
TR6	First	Malcolm & Yvonne Baird	81%	TR6
Modified Class	Second	Dennis & Ann Greenman	74%	TR6
	Third	Grant Simpson & Bev Denny	73%	TR6
The Mence Family Trophy				
TR7/8	First	Ann Cleary	79%	TR8DH C
Modified Class	Second	Kevin & Elizabeth Thorburn	74%	TR7V8
	Third	John & Denise Jones	68%	TR7V8
The Janice Egan Memorial Trophy				
Pride of Ownership	First	Tony & Liz Phillip		TR3A
	Second	Bill & Rose McSherry		TR6
	Third	Trevor & Jane Payton		TR4
Peoples Choice		Jim & Karen Davis		TR4
Presidents Award		Ken Pfeffer		
Barry Wilson Memorial Trophy		Angus & Marg Katon		TR2
Enthusiasts Plate		Grant Simpson & Bev Denny		TR6
The Classic Cover Cup				
Highest Overall Points		Jim & Karen Davis		TR4



A TR8'S TALE

(of Nationals 2021)

The boot was loaded in TR style – every nook and cranny filled and every piece having its specific place. We headed off from Cambridge at 2.00pm on Feb 17, next stop Wellington and the 2.00am sailing on the 18th. The thought we were being silly taking that crossing did come up, but hey, why not. As it turned out, not so silly, there were only 20 other idiots at that time, so plenty of room on the boat.

Once on the Mainland we headed to our accommodation for the next few days at Hanmer Springs. Beautiful weather prevailed. Our next stop was Nelson. A quick clean of the car, too quick it would seem, and we were ready.

Thursday evening arrived and the wonderful weekend Bill, Avril and the Top'O the South Group had organised began. So many to catch up with, there were approx 83 cars registered, a record turn out. The next few days were filled with lots of camaraderie and of course driving our TR's.

The highlight for me was the car museum and workshop. Red faces for four of the weekend attendees who ended up with their cars in the museum workshop for maladies ranging from broken suspension to electrical failures. Luckily everyone was repaired and back on the road in time to head home.

Our Saturday night dinner was fantastic, as was the venue. Part way through the evening everyone's cell phones started going off to tell us we were moving to a level 2 lockdown, uh oh. We were able to finish the weekend and prize giving without drama. Those on the after tour were in their bubble and I would suspect most Aucklanders would have changed the crossing date and stayed to enjoy level 2 rather than go home to level 3. All in all a TRuly memorable National Weekend.

We headed to Takaka and caught up with Vishu and Cara, and a couple of days later with Joy and Graeme Thomas, and a day or so after that with Trevor and Jane Payton. Ultimately everything comes to an end and we headed for Picton, the ferry and the drive north via some friends in Oakura. The TRusty '8' covered just over 3000kms and consumed 300litres of 95octane never missing a beat.

Once again, thanks to the Top 'O the South Group for a wonderful time.

EHE669
(Kevin & Elizabeth)



Waikato Wanderings



I must admit I use my library of photos to recall what events have transpired and in doing so I found it hard to believe the fabulous overnight trip to Tairua we all enjoyed was way back in January.

So how did that unfold; we were sitting in our November meeting when someone said “hey, what shall we do for our January meeting?”. The idea was muted we take a drive up to Whitianga and go all out to stay the night there. Peter then emailed the idea to the members and Bob responded by suggested we drive a bit further to Tairua where he would organise a cruise and let us face it, who would not jump at the opportunity for a cruise during the Covid Pandemic, we were all in boots, masks, and all!

The first stop was Thames, a very nice place indeed for a coffee and a spot of shopping. Thames has the most amazing shopping, it runs on both sides down the entire length of the main road, seriously, we will have to go back again to spend the day exploring the stony beach, museum, gold mining history and other wonderful finds such as the old A&G Price foundry...very cool indeed!



Next organised stop was the Coromandel township where we enjoyed lunch, all 20 of us, followed by an opportunity to wander along the, yes, more shops. From there we all made our way to Tairua, settled into the motels and when rested wandered along to the wharf where a ferry was sitting waiting for us. This was the cruise part of the trip and it included individual parcels of fish and chips and glasses of the finest quality (plastic) to cater for any drinks we took aboard.

The cruise ship cast off and we headed for the Waterways for an opportunity to view homes private boats moored at the various jetties. The whole experience was very pleasant and a very relaxing way to end a day that was full of wonderful driving roads and fabulous fellowship. Thankyou Bob for organising the ferry and dinner, everyone thoroughly enjoyed the whole experience.

The following morning, we all headed off in different directions, Peter and I decided to make our way to Whangamata to enjoy the beautiful beach. Before

long we were home safe and sound after what was a most excellent few days away, 10/10 for that Waikato Wanderings Trip.

The National event in Nelson was to fill the gap for our wanderings for our February/ March outings. Throughout all of this we were also meeting to mull through ideas for the National event to be held here in Cambridge, March 2022.

NATIONAL WEEKEND 2022 - CAMBRIDGE

The Waikato Wanderings team have been busy putting together the NW2022. The full details of the National Weekend set for Thursday 3rd to Sunday 6th March will be announced in the June TRansmission Magazine.

You may be wondering what else could possibly be taking place in the Waikato around this time apart from the Women's Cricket World Cup, Rowing Regattas and cycling events at the Velodrome, well, the TR National Weekend, that is what. So, as you can well imagine, the accommodation is a little stretched however we have in place a special arrangement with the Cambridge i-site to ensure there is a soft pillow to lay your head down for everyone who attends.

If you are requiring accommodation, as per the flyer we circulated at the Nelson National event, phone Rachael at the i-site as suggested, and she will book it for you. We have had some feedback from those who looked on-line and saw it was booked out - it is, but by us, so please phone Rachael on 07-8233456.



There is much to do to ensure you all have a most excellent National Weekend which will include super fellowship, yummy food, great social gatherings, and some spectacular drives. We can guarantee you all we are hard at work to make it a reality.

Happy Motoring

From all the team in the Waikato.

Canterbury Tales...



Triumph TRoupers Summer Tiki Tour

The weekend turned out to be a huge success, with 13 cars and 23 TRoupers making the effort. Being let down by Rodin cars didn't really dampen the mood, we had a great run, meeting at the Brick Mill cafe and heading off to Mount Lyford Lodge for lunch and then onto Hanmer Springs for a soak and an annual bath in the hot pools, followed by a few drinks, a great meal and good sleep. We continued on the next day, and what a day it was! Spectacular is the word, heading off over the Lewis Pass, up through Shenandoah on to Murchison for lunch, continuing on the Buller Gorge stopping at



Berlins cafe and finally to our destination in Westport. The weather was unbelievable, and we had a band of very happy TRoupers indeed. The next day however wasn't so good, the heavens opened, a real test for our soft tops and wipers. Personally, our wipers didn't fare so well, lasting about 5 mins then stopping. So driving home in torrential rain with no wipers was a real test for this dedicated TRouper!

Summer Evening Picnic at The Groynes

The barbecue at The Groynes was very successful once everyone realised where we were situated, apologies for not making that a bit clearer. Well at 7pm it was still in the high 20s and when Carole and I left I could see that many of you just wanted the hot balmy summer evening to last forever. Picnics and barbecues are always very popular, and we do intend having a few more before winter sets in



Nelson National Weekend 2021

Of course the Holy Grail of events was in February and what an event it was, the biggest ever, over 80 cars turned up from all over the country, thanks to all that made

the effort, and what with the lockdown worries, it almost made Bill Rogers lose his hair!

And didn't the Canterbury TRoupers do well!, congratulations to all the prize winners:

Brian and Carol Thomas
John and Denise Jones
Phil and Barbara Vandeurs
Malcolm and Yvonne Baird
Bob and Shirl Taylor
Jim and Karen Davies
Val and Lyn Scott

(Hope I haven't forgotten anybody)

Thanks MC GW (Glenn Wilcock) who superbly joined all the gaps together as a modest (and quietly spoken!) Master of Ceremonies. Careful Glenn, you could be on the wanted list! And of course, a big round of applause to the winner of the best dressed "Wench of the year", Mrs Pirate, Susan Wilcock and not forgetting Mr & Mrs Penguin.



March Monthly Meal

Over 35 hungry TRoupers invaded the "The Bealey" Speights Ale house in Christchurch, great food, great drink and great company. Definitely visiting here again.

March Run

We're joining forces with the Triumph Owners club for this one, so 28th March (this March run) will take us to a private collection of very unusual cars with a chance to picnic beside a large pond set in beautiful gardens. So bring a picnic! Report to follow.

PTO for Mike's Mumblings

Mike's Mumbblings!

"Trudie" - the story so far.

Well it's been 7 years since "Trudie", my 1967 TR4A IRS arrived in New Zealand from the UK. I first met her in 1973, when my old school buddy, John, and I both decided to buy TR4's. I bought a 66 TR4A, having owned a TR2 and a TR3A before. He bought a 67 TR4A IRS.

I sold mine when a family came along, fast-forward 30 or so years, we lost touch and eventually met up again and of course conversation led to "What happened to the TR?", "I've still got it" says he!. So he takes me out to the garage where I can see the right rear wheel and a back light, "so do you want to sell it?", says I? "To you?" he says "of course!" so a deal was struck.

Perhaps if I realised how bad it was I might have spent a little more time checking it out!, but no, in my excitement I said yes, and so I was now a proud owner of a 67 TR4A IRS!! Some months later it arrived



in Christchurch, and thoughts were surely this can't be the same car!! It wasn't looking very well at all, and perhaps I had made a mistake, but it is what it is.

I don't think there is a panel on the car that isn't rusted through. When I removed the body, the chassis basically broke in half. "This is going to cost a bob or two!" I thought! So after a new chassis and many hours in the hospital being repaired, there was also a rebuilt engine, gearbox, suspension and pretty much everything else.

Anyway that was then and this is now. I can now see the light at the end of the tunnel. It might be a very long tunnel! Last week she went into paint and I hope to have Trudie ready for the Nationals next year, so look out for her!

Mike & Carole Lester



**Quite a transformation, Mike!
Nationals 2022
looking good...**



City of Sails Area Report

Greetings to the faithful, the keepers of the marque, an ever-growing group of like-minded, resilient, generous individuals, whose varied backgrounds seem never to intrude on the shared enjoyment of our forever aging Triumph Roadsters.

This time last year we were gripped in a collective fear of Covid-19, although at the time we only knew it as the Coronavirus, and many were the members who breathed a sigh of relief that the Wonderful Masterton National Weekend of 2020 had in a timely manner beaten its intrusion. A year on and the audible sigh of relief almost saw us to the end of what was another Wonderful National Weekend, this time in Nelson, but more on that shortly. January as usual for us in the Northernmost Group was a time for family, fun and a freshen-up as we rested, and looked forward to a year of promise. Many were those who were happy to leave 2020 in the past.

February brought our first Auckland Group get together, with 20 of us enjoying each other's company on a sunny and warm evening at the good home, where tales were shared and enjoyed by all. We also sorted out those members who were able to contribute to the TR Register display at the Ellerslie Concours, and help prepare the 2 TR's for judging in the premier event of its type in this country.

Steve (aka The TOE) cleans the windows, David Snelling detailing the chrome wires, Murray Booth having completed the wheel well puts one of the finished wheels in place. (The TR 5 of Peter Mence who kindly loaned us the ex-Robert Johnston restored, and still lovely car for the Bull Ring judging) The finished gem with the team of David, Murray and Stephanie.

Not to be outdone, Frank Cleary and Kevin Tinkler were hard at work preparing the lovely TR2 of Graeme Duff, the second part of our red assault on the judges.

Seeing these two fine restorations on show worth the effort, and reward of 5th Place.

Meanwhile in another part of the Ellerslie Racecourse the rest of the Auckland Group were doing a fine job of manning our display site and fielding the numerous enquiries from the very large crowd that turned out on a Beautiful Sunday.

(See photos on facing page)

Then it was on to individual preparation for the TR Register Showcase in Nelson, and that Bl**dy Covid-19 very nearly spoilt it for us Aucklanders, with a Level 3 Lockdown imposed on the Auckland Region, while the rest of the country were at Level 2. I'm not going to waste paper highlighting our frustrations, but as soon as Levels 3 and 2 were lifted several TR's burst from captivity and headed out of Auckland and Northland bound for horizons South. I meanwhile was still doing final checks in my garage, new wipers and blades tick, oil and filter change tick, air filter clean tick, new



front disc pads tick spare injectors now where are those? I'm happy to report that Linda, French Blue and I recorded 1450 odd trouble-free miles over the course of the 2 weeks, I'm grateful for the extra preparation.

A holed and broken headlight between Picton and Blenheim wasn't a spoiler for us.

There will be many fond memories of the Nelson Nationals for all who attended, another Outstanding Event, and once again 'Hats Off' to all involved in the Organisation and Running of a Superb gathering of Wonderful Cars, and their faithful Caregivers, Great Job! I could load these few pages with photos, as no doubt all the Group Leaders could, however I'd not do justice to the 80 TR's in attendance. We all have favourites, alongside our own, mine probably the lovely Rally Replica TR4, a Beauty! (Ed - photo on inside rear cover)

Congratulations to all the winners and placegetters who took the time to prepare their cars so well for the Concours, and those who didn't win a prize but did deserve the admiration of your peers. Well Done All!

Following the wind up of NW2021 while some enjoyed the 'After Tour', and others headed to their various homes, our little group of 7 cars were to have experienced Takaka, Collingwood and Farewell Spit, however the weather gods had other ideas. Instead we settled on a run to St Arnaud via Eighty Eight Valley, then on to the delights of the wine region in Blenheim via Wairau Valley, a couple of nights in Blenheim and a drive down the coast to Kaikoura completed the South Island visit for some of us.



A little tom-foolery no surprise from this group of TR owners LOL, especially having enjoyed Lunch and a couple of wines at Wairau Valley.

The line-up for the run to Kaikoura with Chris and Kay having their sights set on the other coast for their next adventure, they had set off earlier in their superb Spitfire. A change of shorts no problem for one of our party during a coffee stop at The Store, or was it? Hmmm



We also stopped to view the Seals and their pups frolicking in the rockpools adjacent to the main highway, the viewing platform a bonus after the repairs to the roads following the earthquakes centred not far from there at Seddon and Kaikoura in 2016.



Arriving in Kaikoura we weren't the only TR's to be seen, as the 'After Tour' group had also arrived albeit from the South, with smiles aplenty!

While they explored Kaikoura our group headed out to the Pier Hotel for lunch, Crayfish a popular choice.

Photo above top right - Kath the On Duty Manager couldn't resist the opportunity to have a photo for their Website, and of course we obliged.

The month of March was to have seen a number of us attending the Brit & Euro Classic Car Show in Lloyd Elsmore Park, Pakuranga, however the uncertainties of Covid (which we had all but forgotten as we enjoyed the freedom of free travel outside of Auckland) had meant that occasion had to be rescheduled for April. I shall report on that in the next magazine.

It's been an awesome quarter for us, and I'm going to close with this little nugget from an International publication; do we understand fully the value of our cars, or is this just a little "Over The Top", does make you think

That's a mere \$167,206.00 New Zealand Dollars. (And it's Silver?) You know I could possibly buy an Italia 2000 for that Hey Linda?



Triumph TR6 EFI

Condition: Used

Classified ad price: **£84,995.00**

This is a [classified ad](#) listing. There is no contact information. Seller Feedback

Contact the seller: [Email the seller](#)

Item location: Cirencester, United Kingdom

Steve Martin

“Tech” bits and pieces

P I Question ?

At our recent TR Nationals forum a question was asked about rough starting due mainly because of No. 2 and 5 cylinders. Apart from the obvious leaking injector allowing the fuel to dribble out of the pipes, the following is a reply I received from a U K expert on metering units, after asking the same question.

The banjo bolts on numbers 2 and 5 have an internal valve which can fail and drop the pressure in the line.

I have a theory that the injection order 1-5-3-6-2-4 means the collection ports for numbers 2 and 5 are in the upper most section of the body, air can be trapped/settle here and feed into numbers 2 and 5 outlets. These are the difficult ones to bleed out.

Petrol Injected TR Metering Units.

Most of the Petrol Injected TR's in NZ will have what is known as Black Top units (black plastic cap) although there might be the odd Green Top unit which was introduced later in the P I production to try and meet the emissions regulations of the time.

The Metering unit is a unique item, basically a rotor running inside a sleeve with the fuel being delivered to each port by a small shuttle moving back and forth inside the rotor, this being controlled by a cam following a datum tracks position determined by the vacuum from the air intake plenum.

There are a number of things to check before suspecting your metering unit. If the car has been running OK and the unit is not leaking. DONT TOUCH IT. It is more likely that this is not the problem.

The following is a basic check list. Start from the back of the car.

Petrol. (how old is it??)

Fuel Pump. (a direct power supply via a relay is recommended)

Fuel filter

Pressure Relief valve (is the return pipe to the tank clear)

Fuel lines from the tank to the Metering unit

106-110psi fuel pressure at the entry to the Metering unit

Excess fuel pipe from the Metering unit to the tank. (If blocked this can cause over-fuelling)

Fuel pipes to Injectors

Injectors. Should be a nice cone shaped spray (if faulty see Dave Tong)

Vacuum from Plenum. Should be approx 9-12 in. Hg. at idle. Vacuum is critical to the Metering Unit. Vacuum will fall when the engine is worn or out of tune.

(Other possible causes could be Compression, Ign timing, Butterfly settings, sloppy Butterfly spindles.

Choke cable not frayed and sticking.

Overfuel lever has required clearance(on the back of the unit)Cause of excess fuel use.

Only when all the above check out then it just maybe the Metering Unit.

NEVER ALTER THE CALIBRATION RINGS UNDER THE CAP

If the car has been sitting unstarted for any length of time it is possible that the Shuttle could stick or along with the rotor rust could form.

Don't forget to use Upper Cylinder lube in the fuel to help your Fuel Pump, PRV. Metering unit and Injectors

Ken Pfeiffer

Check out the least obvious

Rocky's faulty rotor problem in the last issue has prompted me to relate my painful experience of finally resolving a very long ongoing saga with my 1954 TR2.

About five years ago I occasionally noticed a slight momentary miss from the engine when I accelerated and i could never get the engine to idle below about 800-900 rpm. Over the next year or so I fully dismantled the carburetors, changed the plugs etc. but it still persisted and it slowly got slightly worse. Apart from a slight loss of power and oiled up plugs, I put up with it until about a year ago when I decided I needed to identify the problem and fix it. Easier said than done, and after many attempts of changing plugs again, the coil, condenser, points, and leads, it was no better.

Through a friend we got a retired auto electrician around and after checking everything including trying a different distributor cap and rotor, replacing the wire from the coil to the distributor, plugs again (4th time) plus a different condenser but still no better and the occasional miss was still present. A few days later my friend suggested it could be the ignition switch so I replaced this, but no joy.

Sitting back one day and looking at everything we had done, I thought the only thing I haven't replaced is the wire from the ignition switch to the coil so I ran a temporary wire, started it up and **hey presto** it ran so smooth and not a sign of any missing and it idled at 400 rpm. Wonderful.

So I disconnected the original wire from the ignition switch and cut it off where it disappeared into the old wiring loom so I now had in my hand a piece of wire about 250mm long and to my surprise it was flat on one side with the copper wiring from the inside visible in several places.

What had happened was that this wire has been rubbing on the metal RPM cable and after 65 years it had worn through the insulation and was intermittently arcing out from this cable to earth. Not the first place you would check if your engine is missing so I hope this may help out someone else who is at their wits end looking for answers.

Now after travelling to the Nelson nationals and home clocking up 2594 km and achieving 7.7 litres/100 km, the car did not falter once and has never run better and now a pleasure to drive.

Nigel Hayman

PTO



"We've located the problem, sir. It was a breakdown in communication between the engine management system and the working parts!"

Leave it to the experts.

As you do before you go on a big road trip I took the car out to my local garage to have things checked out (Oil, and grease, brakes, tyres and all those things that fall off TR's when you are on the road.) While the car was up on the hoist I went over the under side of the car to see if I could find a knock that has developed over the past few months.

We checked all the usual things, Shockies, springs, exhaust etc but could not find anything. It was suggested that we go and see a panel beater and see if there was anything on the body that could be causing the knock. We wound up at our friendly local panel beater, Colin Deaker at Anzac Ave Panel Beaters.

Colin checked out the underside of the body work as well as all the body fastening bolts and the chassis body spacers. Colin had as much success as I did. We thought we had found what was knocking but once we got out on the road it returned.

While Colin was going over the car I happened to mention how hard the doors were to close. I have, over the years tried unsuccessfully to adjust the doors to make them close more easily and been told by so called experts that TR doors never close easily. Colin suggested I leave it to him so he got out his box of tricks and in no time flat our doors were closing like a dream. Unbelievable!

The moral to the story is if you are having problems with the body of your car take it to the person who knows what they are doing and let them sort it out, it can save a lot of heartache and get your partner off your back as to why your doors are so hard to close. We still have the knock which we still have to find but our doors close like a dream.

There's nothing for it but to go back to Colin!

Trevor Payton

TRivia

Why men shouldn't write advice columns

Dear John,

I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!

I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila

Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,
John

— Forwarded by Steve Sanderson,
Gilbert, S.C.



"Two of these just fell out of the car."

HOW TO FIX

- Squealing brakes
 - Exhaust leak
 - Belt squeaking
 - Exhaust rattle
 - Engine tick
 - Wheel bearing going out
- Turn the radio up

The Registrar Reports...

TR6 comm. No CR2043, rego GR5492 with new member Nigel Crosland, 0212831198, 201 Kuaotunu Whareka.

TR6 comm. No CP51013-LP rego RR1333 on TradeMe asking \$46K;. the suffix -LP in the commission number indicates this car was CKD assembled in Belgium

TR6 comm. No.CR1695-O, rego MML686 now mobile after full resto. by Colin Deaker .(see June 2020 Transmission.) Imported +20 years ago, new to Register

TR5 comm. No. CP675-O rego EB2222 with Steve Payne for fettling, preparing for sale?

At 01/2021:

TR7 comm. No. TCG114986KF, rego. NF8830 on TradeMe opening at \$2,500. Pix on file
1981 Triumph TR7 1st Registered in Australia 1981 Rego on hold until 17/5/2021 Interior is in very good condition Body requires FULL restoration Motor does turn over Comes with spare parts, including engine block. (condition unknown) Available to view, contact through question section

At 2/2021:

TR7V8DH comm. No. SATTPADJ7AA408310, rego.no. OG3132 on TradeMe asking \$10,000.
Triumph tr7 converted to v8. 3.5 liter. Excellent condition. No rust. Awesome paint. Convertible. Have to sell as my circumstances have changed. Beautiful car to drive with lots of spares. Have lots of history to go with and the compliance paperwork for conversion. Tyres great, everything is as it should be. Needs someone to give the time I don't have.

TR2 commission number TS670, rego DCS86, confirmed still with Ian Johansen, Nelson .Pix on file.

TR2 comm. No. TS3670-O, rego TRTWO, now with Michael Pidgeon, Banks Peninsula area. Pix and data on file. This car (ex Leon Witte) held NZ record for 1500 -2000cc at 122mph.

TR6 Comm No. CP51013 -LP, rego. RR1333 (ex Martin Cripps) with new owners Nigel and Susie Monk, Omokoroa. Spotted at BP Papakura.

TR6 comm. No. CP75759-O, rego TEEAH6 with new member Roger Blake, Katikati.

TR4 comm. No CT33451-O, rego 64TR4, on TradeMe at \$48.5K; pix on file;
Good condition. Paint needs some work but generally OK. Lot's of new parts like wooden steering wheel and rubber Triumph mats, new gear level knob. Spin on oil filter, new starter motor and stainless exhaust. Relatively new well made top and original tonneau cover. One or two switches need replacing but everything works. Old tape deck should go. Overdrive in 2nd, 3rd and 4th works well. Hardened head and valve seats so no need to use fuel additives.

At 3/2021:

TR6 comm. No. CF2948-U, rego PG6, on TradeMe for \$49K: pix on file.
(Search 5/2020 and 2/2019);

1973 Triumph TR6 PI in very good condition, not a show car but instead a very tidy useable classic which has had many years of work and a large expense to bring it to its current condition. Car built as CF model in 1972 and shipped to USA having had waxoil/zeibart anti-corrosion treatment from new. Imported privately to NZ and first registered here in 1990. The importer converted the car to RHD, including a body off and installation of overdrive gearbox (J type). The car was set up for track use (12 events in supplied MANZ logbook) at that time thus the suspension is fairly aggressively set up and all bushes are upgraded. Tyres are all in very good condition with over

5mm tread. Because of waxoil/zeibart coating the car is in excellent condition body wise. The beautiful French Blue colour is the original paint and consequently is chipped or burnished in places, however the car looks great and a repaint is not necessary. No sign of any previous accident history. For more docile road use I have returned the engine to factory standard tune with a CP 150HP cam, standard Metering Unit setup (overhauled MU and injectors). The head has just been overhauled with new valves, seats, cam followers, rockershaft & some rockers. Compressions checked and found to be strong (190) and even. The pistons are 020 oversize. Gearbox (J Type OD) evidently overhauled for previous owner. Chassis seems strong and no rust evident. Has a few dents from jacking over its lifetime. I have just installed new original lever type shocks to replace a poorly installed set of rear telescopic shocks. New WOF (no issues) and Registration. As well the car comes with an almost full set of engine, gearbox, diff and suspension components plus many new parts. I am selling as I no longer have space to store and work on a lovely classic car. Please note I will only arrange a demonstration drive to the successful purchaser and before payment and only legitimate enquiries will be answered. Please do not undermine the auction process.

TR4 comm. No. CT15231-O, rego TR4ME; on TradeMe – reserve met at \$22,000, Sold for \$38,900; Pix on file.

Needs to go as I need the garaging space. Hopefully it will go to a new home that can enjoy it. I bought it about 24 years ago as a barn find. Motor, gear box and clutch were rebuilt at that time and a new paint job.. Been on the road about 19 years and in that time we has done less than 2000 miles. She a lovely car and runs really well. Has solid state ignition pack and just had the carbs serviced. Comes with a rare taga hard top but has the original soft top and stays. Upholstery is original although seat rubber support straps have been replaced. She comes with mini lites that but also a set or original wheels. Has a box of spare parts along with several books and an original works manual. Has electric overdrive on 3rd and 4th but notice that has now needed adjustment. She has a few bumps and bruises but nothing that can't be easily removed. She isn't a concourse car but rather a good reliable car for the next owner to enjoy. The TR Register owners group has a strong following and a great source of information on all TR's. They arrange TR car rallies nation wide and have a very good parts ordering section.

TR6 comm .no. CP51013-LP, rego RR1333 now with new member Nigel Monk, Omokoroa, 0272397344. Ex Martin Cripps for 24 years

TR6 comm. No. CP77642-O; rego YZ6310; now with Vishu Singh, Hamilton. Last owner since 1981, car little used in that time..

TR3A commission no. TS30817, engine no. TS31238E imported from Queensland by Simon Thompson, Auckland

TR6 Comm. No. CP76566-O, rego. GO154, now with Owen Smith, 40a Snodgrass Road, TePuna, Tauranga. Ex Peter Beal Invercargill

TR2, commission number TS65, for sale TradeMe / Bains Christchurch for \$79,999. This is the earliest recorded TR in NZ

Kevin

Spare a Thought

Typically we replenish stock mid-year, but I will be emailing out in May for any **indent** requirements with the idea of closing off the Moss order early June. Subject to container space and shipping availability (post the Suez canal re-opening), we should have the parts available in August.

There is an updated (April 21) stock list on the website. Out-of-stock items are identified.

This month's special offer

I am aware that a few TR6 people got a tad damp in Nelson – too much liquid sunshine ??

So, just for you, 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 BARGAIN price of only \$690.00.

(Note, fitting kit 822021FKB, is required, but not included. Available from Moss.)

Happy Days

Ian.



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

Continued from previous column

TR2-3A Idle lever, Seal and Bracket

Moss part numbers
105728, 058615, 501958
New.

These were bought and not
used, save on freight costs

\$140

Contact
birdsall@xtra.co.nz

TR6 Front Anti Roll Bar 7/8 inch.

NOS Moss item.
Complete with fitting kit,
includes drop arms,
wishbone brackets, bushes etc.

Price ex UK \$268 before freight.

All offers considered.

Contact Dave Cable

021767200

Advertise here.

**Members tell us that it
works.**

Free for members.

TRansactions

TRansactions

WANTED

TR3A parts

Badge-bar and
Jaeger Water
Temperature Gauge

Bob Birdsall

jandbbirdsall@xtra.co.nz

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

Set of 4 painted wire wheels.

Very good condition , no rust,
no loose spokes,

They only need a paint
touch up.

Phone
Peter Seaton

0274915566

TR6

with hardtop.

Would prefer with O/D

Please phone

Owen Smith
075524637
0274921525

TR2 project

Can anyone help me with
the following parts needed for
the restoration of TS767

Horn brackets x2
Windscreen frame,
preferably the bottom rail
Fuel line banjos (either end
of the fuel line between
the carburetors)
TR2/3 Jaeger tachometer
Hood frame pivot bracket RHS
Part no 602025

Frank Cleary
0274393146

J type Overdrive

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

Ken Pfeffer
pfefshoes@xtra.co.nz
06 3485508



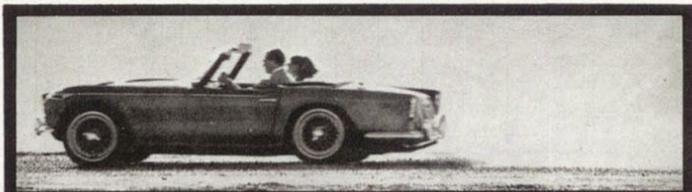
Coromandel "Pub Night"
- see Waikato Wanderings page 30



People's Choice - Jim and Karen Davis' TR4

**Want a sports car with a stout English heart
in a sleek Italian body?
Triumph TR-4A gives you this and more:**

Triumph TR-4A streaks to 60 mph in only 10½ seconds. With plenty of reserve speed to safely handle any emergency.



**TR-4A
IRS**



That beautiful body is a trademark of Michelotti, famous Italian automotive stylist. That rain-proof, weather-tight convertible top is a trademark of the TR-4A.

For the ultimate in safety and performance, the TR-4A offers (1) precise rack-and-pinion steering and (2) reliable disc brakes.



Triumph is a Sports Car Club of America Champion for the fourth straight year. Reassuring thought for competition-minded buyers.

See those rear wheels? That's how optional independent rear suspension keeps the TR-4A on the level and on the ground. Even over the bumpiest roads.



All this and still more. Easy-up, easy-down convertible top. Hand-rubbed English walnut dash. Hand-tooled English leather bucket seats. And a Scottish price: \$2840*.

*Suggested retail price POE plus state and/or local taxes. Slightly higher in West. SCCA-approved competition equipment available. Look for dealer in Yellow Pages. Available in Canada. Overseas delivery also available. Standard-Triumph Motor Co., Inc., 111 Galway Place, Teaneck, N.J. 07666

Triumph TR-4A