



Official Magazine of TR Register of NZ



Very fast car collection being studied by the Bay of Plenty group - Page 10

The Happy Auckland Group enjoying a relaxed, Covid-distanced lunch in the sun.



TRAnsmiSSion

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FRONT COVER

**Nice TR line-up (and
Italian guest) at
Marama Lodge,
Lawrence.
Lovely spot.**

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

t's like the Hokey Kokey....left leg in (to lockdown) left leg out (of lockdown)... currently we are mostly out, so let's hope it stays that way.

It's been a frustrating time for those of us affected by the restrictions, relieved slightly, I suspect, with a few clandestine runs when the weather has allowed. But good news on the horizon, with freedom to travel around from mid-December giving us the opportunity to enjoy unfettered motoring thru the summer months. (I hope I have not spoken too soon!).

In November we held our AGM – the first wholly via Zoom. Thank you all for attending it was especially gratifying to have some Q&A from around the country. I was pleased to report the Register's improving financial position, largely as a result of initiatives commenced 2-3 years ago.

Last time round I let you know that we were looking for a new Vice President to help with my role over the next 12 months, with a view to them taking on the Presidency at the end of my term in November 2022. It is my pleasure to advise that Stephen Higgs volunteered for the role and was confirmed in to the position at the AGM. Thank you Stephen.

However, there is a caveat to Stephen taking on the role and that is we will need to find a new Editor. The Editorial role is very important, but not onerous, predominantly requiring collating the input to TRansmission 4 times per year. Stephen has got this down to a fine art and has all the tools in place. If you are interested, please contact Stephen and he will gladly give you a guided tour. Without being dramatic, the downside of not finding a new Editor could mean the loss of the Magazine – not something any of us would want.

With Christmas just over the horizon it means that the National Weekend will be upon us in no time. If you plan on being there and have not yet registered, please make it your priority to book so the organisers can plan accordingly.

Here's hoping good weather, the abolition of travel restrictions and reliable cars (?) all contribute you your joy over this festive season.

Keep well and safe TRavels

Ian H. President

EDITORIAL TEAM

TALK



Merry Christmas to all our readers.

We think that we will all enjoy the break this year rather more than usual, especially our Auckland friends. 2021 has been interesting to say the least, and downright challenging for many. A spell before we kick into 2022, which will itself be a new experience with Covid inevitably in all our communities, is well deserved.

It is a chance to spend time with family and friends, relaxing, probably eating and drinking a little, and hopefully some time spent in the garage and on the road enjoying our TRs and time with our TR friends.

Nationals are looming. Unfortunately, for various good reasons, none of the editorial team can be there for 2022. We are disappointed, as it promises to be a superb event in a lovely part of New Zealand.

We would like to support one of the messages in Ian's TRanSport report on the preceding page. It was great to see a good number of members from around NZ at the Zoom AGM. Technology allows us to be a true national organisation with all members able to attend key meetings, be kept well informed and have your views heard. Make sure that you are part of it by joining in.

Your committee does a great job on your behalf. They want to provide the services and experiences that members want and need and can only do that if they know what is important to you. So get involved.

Again, Merry Christmas, and we look forward to catching up again in 2022.

Stephen, Trevor, & Brian

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

Hawkes Bay Happenings...

And so into our Spring quarter when the weather is so changeable. Our first event was on Sunday October 10th with a run up Highway 5 to Trelinnoe Gardens. Saturday was a lovely sunny and warm day as was Monday, but Sunday was cold south westerly winds with dark threatening clouds covering the hills in the direction of Trelinnoe. 8 cars met at Snapper Park for coffee and a discussion about the day.

It was decided after speaking with the owner to postpone our visit for another time as it had been raining and was quite wet underfoot. As we all had our picnic lunches with us and it would be a shame to waste them, Ian & Elizabeth kindly offered the use of their verandah to continue our outing. Ian led off taking us through the Napier Hills to their orchard property just south of Napier. We all settled on the verandah in the sunshine protected from the wind for our lunch. A tour of Ian's garage and collection of Alfas, tennis rackets and new hoist interested the men while the ladies chatted. Lunch



was consumed amidst more chatter in mostly sunshine, the threatening rain came to nothing. A very pleasant day somewhat different to what was planned, but enjoyable all the same. Thanks again to Ian & Elizabeth for their hospitality and fabulous garden vista.



In the photo below are 2 green TR2s together. BT303 is Gary Parker and Joyce's car which was owned by Ian, the other is our car LT2. On comparing the two cars Gary & I

found that they are 3 apart in commission number TS3598 and TS3601. So they are together again having been on the assembly line together before being shipped to NZ in 1954 – small world.

Our October Club Night was held at the Bollywood Star restaurant and attended by a smaller than usual number, maybe not so many enjoy a good Indian curry. A lovely evening with good food and a lot of chat.

Joy and I were away in the South Island for a couple of weeks R & R. 10 days in the wonderful Marlborough Sounds and then we were taking the Coastal Explorer train from Picton to Christchurch to catch up with family, but



unfortunately it was cancelled a few days before so we drove down instead. A lovely drive with a stop in Kaikoura which seems to be buzzing these days.

Some of our Hawke's Bay TR Members also belong to a motoring group called Petrolheads. On the last Friday of November TR members David & Jane Mackersey hosted a BBQ lunch for them at the MacCave where David keeps his collection of cars. A wonderful and varied selection of English cars from a 1937 MG to a 2014 F type Jaguar, including a TR5 and TR6 and also a Morgan Aero 8. Also on show was a 1917 Henderson motorcycle belonging to TR member Paul Stichbury. Some years ago Paul came across the engine, a straight 4, in a boat. The gearbox had been cut off the rear of the engine. Over the last few years Paul has joined a gearbox back on to the engine and as you can see has rebuilt a magnificent motorcycle from basically nothing. – a true credit to his knowledge and expertise. The engine has been running and it just awaits a rear sprocket and it will be ready for a spin around the block. This isn't the one that appeared in Beaded Wheels – I think this is better.



And now I will just sneak this in before the deadline for reports to Transmission.

Sunday 5th December we held our Christmas get-together. This year it was very kindly hosted by John & Jenny Palmer at their property Awarua on the terraces above the Ngaruroro River, west of Hastings. A beautiful day (of course) with some high cloud to filter the very hot sun and a cooling breeze. We met at the War Memorial at Maraekakaho and then proceeded to the property through well tended grape vines, 28 people in all with 13 TRs. 1 Morgan Roadster and a modern. We parked up between the rows



of vines for some photos then moved to a circular courtyard for some more. A fine selection of refreshment beverages and a lunch of ham, salad, tomatoes and yummy cheeses all fitted into buns. Following this course we had to earn our sweets by playing Petanque or Kubb (a Swedish game played with sticks and blocks of wood).



A lot of laughter with the odd good hearted protest, everyone thoroughly enjoyed this diversion. The games were overseen by the watchful eyes of John & Jenny. And so we had now earned our treats of chocolate dipped strawberries with a dusting of edible silver and gold (thankyou Joy) and Christmas mince pies.

Lots of chat while sitting on the verandah looking out to the river across the terraces. It was hard to tear ourselves away from this wonderful piece of paradise but it was time to head home.

A wonderful day out and sincerest thanks to John & Jenny for their generosity in providing this for us.

We would like to wish you all a very Christmas and wonderful 2022 – it can only get better.

Happy & Safe MoTRing



Graeme & Joy





Top O' The South

THE TOP O' THE SOUTH REPORT

Greetings all, and an apology. My best intentions notwithstanding, I battled a major technical hiccup with the computer and missed the June TRansmission deadline. The timing was most unfortunate. But we're up and running again. Courtesy of a conversion from copper wire to fibre, with a new internet service provider, a new email service, and a new email account, we're once more in the land of the communicators.

In June's TRansmission I told of work Leon and I were doing on our cars. In both of our cases, engine removals were under way, and for varying reasons. Unfortunately we're still at it, addressing things that weren't quite right. I update the ongoing saga of my TR3A engine rebuild. And not to be outdone, Leon and Varley's TR4 subsequently developed a clutch issue that needed sorting. Leon comments below:

LEON'S TR4 AND THE CONUNDRUM OF THE CANTANKEROUS CLUTCH

Well, we had a problem after re-aligning the clutch plate. The clutch was not releasing properly and the gear changes were very notchy.

I pulled the gearbox out to reinspect the operation of the clutch and found nothing wrong.

After some head scratching I rang Ken Pfeffer to seek some advice. Ken suggested as seeing the adjustment and everything was alright the lining may have been renewed a bit thick. He suggested I should try fitting the slave cylinder fork in the top hole on the release bearing shaft lever.

Many thanks to Ken's suggestion I did this and I still have some hair left and the clutch is now working satisfactorily.



The car had a new rego a week ago and next week I will take it for a warrant of fitness in time for us to toddle up to the Nationals in Cambridge.

Leon Broadbridge.

THE TRIALS OF BILL'S TR3A ENGINE REBUILD

After receiving my newly built engine back from the Nelson machine shop (June TRansmission) there remained for our local garage to complete its re-installation, to

take the car for a test drive, and to issue a fresh w.o.f. Unfortunately that wasn't to be. On start-up, the engine enthusiastically leaked a sizeable pool of oil on the garage floor. A hurried discussion with the machine shop and it was agreed we should return the engine and they'd investigate and repair, under warranty, whatever was at fault.

All the good work of the local garage had to be repeated, the engine removed, and freighted back to Nelson. Investigations subsequently revealed that the brand new rear main Viton lip seal failed. A replacement was sought and duly fitted but it befell an identical fate, leaking during the engine's run-up on the test bench.

With two lip seals failing in quick succession, and in a bid to shed some light on the likely cause, the engine rebuilders spread their enquiries offshore. They found numerous reports of poorly performing rear main lip seals, of premature failures, and a growing trend of choosing the rope seal alternative. And word has it that Moss Motors are no longer prepared to stock the lip seals as supplied for my engine rebuild.

The machine shop has dropped the idea of attempting another lip seal. They favour a rope seal option and are currently in the hunt for appropriately sized rope seal material. Meantime, I wait while repairs run their course. I snatch furtive glances at the calendar, conscious that end of year is looming and that NW2022 is edging closer. It's our wish to accompany Top O' The South members Leon & Varley, and Jon & Cheryl to Cambridge in March. We remain hopeful, but our participation relies on a roadworthy TR3A, something beyond our influence.

So concludes the Top O' The South Report, brief this time with outings giving way to repairs, maintenance, and disappointments. I'd suggested to the group that for the time -being they continue venturing out in their Triumphs, and enjoying each others' company while Avril and I remain at home 'Triumphantless". But in a show of great loyalty, they've opted not to, waiting instead until Avril and I are able to join them. (**note to self:** "get yer car sorted Bill").

SEASONS GREETINGS ALL.

With the festive season upon us, we wish you all a Merry Xmas and a safe and happy New Year. And our thoughts can't help but be with Peter and Diane Parker, the NW2022 organising committee, and host group, as they finalise plans for next year. The unpredictable nature of Covid, and its relentless march across the North Island, will burden their deliberations. We wish them well. For those taking the road to Cambridge, the promise of wonderful times lies ahead.

Cheers from the Top O' The South

Bill

Bay of Plenty Travellers

After the quiet time imposed on us by Covid we managed a great run in October on a fine day,

A dozen cars met at the Dailey cafe in Te Puke for breakfast and a catch up before heading away on the back roads, with an unexpected few kilometres of unsealed road, eventually joining Pyes Pa Road, where we regrouped at the school before entering our destination, the property of Ian Finch.

Ian has a fine collection of interesting cars ranging from the 60s to the present day. We were made very welcome by Ian and his wife, and treated to a story of each car, a considerable variation of types and makes - American, European and British.

Nearly all of his collection of classics had one common factor – they had to be quick! The older cars were a Cadillac convertible, Sunbeam Tiger & Alpine updating to a four door Ferrari saloon, Porsche 911, 50s Porsche Speedster Replica, and 10 cylinder BMW in racing trim, all in excellent order.

Our thanks go to Ian and his family and to Duncan & Neville for organising a great run.

The year will end with a Christmas lunch, which we have been invited to by the Triumphs Stags, so will include a run to Te Aroha.

Season Greetings from the Bay of Plenty group.

Michael





Deep South Group

Just about the end of another year. It has certainly been a year to remember or forget whichever way you want to look at it.

At least, early in November, we were able to have our annual End of Year Mystery Run. It proved to be very successful. Anne and Peter put a lot of effort into the run and presented us with a weekend with a difference.

Beginning at St Clair we followed the coast to Taieri Mouth, headed over the hill to Waiholo then, via Kaitangata and its famous coat hanger bridge to Balclutha, before we headed off to Kaka Point for lunch. Did I know there was a cafe in the old Port Molyneux School? A great place and we were joined by our Central Otago members making a grand total of 17 TRs.



A few took the opportunity to see the Nuggets



Lighthouse before continuing through beautiful green, rolling hills and valleys to SH1 again. After passing through Clinton a right hand turn took us through more South Otago countryside and up the Clutha Valley following the river to Beaumont and the Mata-Au Lodge. After an hour or so of enjoying drinks and nibbles under the shade umbrella with the mighty Clutha right alongside we proceeded to dinner which was on the same property in a purpose built barn.

On the Sunday Anne and Peter had organised for us to join in the Heritage Celebrations in Lawrence with a visit to the Lawrence Vintage Machinery Museum and a guided walking tour of this historic town. We learned about many of the historic houses, banks and churches and some of the history of the local identities who lived in many of them. It was also interesting to hear how the discovery of gold by Gabriel Reid and Edward Peters, commonly called "Black Peter," shaped the whole area and the effect gold was to have on Dunedin and its citizens.

We wound up the weekend with beautiful picnic lunch provided by a local bakery on the lawn at Marama House, an historic house on the tree lined entrance to Lawrence. The house and garden is owned and being renovated by Nicki and George and provided a lovely setting for a final "chatter" before we headed home. George is well underway with a rebuild of a TR6. Another TR for the Deep South!! Nicki owns a gallery in the main street of Lawrence displaying and selling many of her paintings, well worth a visit if you are ever down this part of the country.

Tops down all weekend, driving through beautiful country, wonderful friendship, good food (*Ed - the selection of photos highlights the group's priorities!*) and some local history. Well done, Anne and Peter, a very enjoyable weekend.

What is planned for next year, that's anyone's guess. Here in the South we are hoping that we can at least do our TR runs even if they are under restrictions.

What club nights we have had have been well supported and are a vital way of us keeping informed as to what is going on in the Deep South. Jane and I would like to thank all those members who have organised our club nights you have all done a great job.

Seasons Greetings to you all.

Jane and Trevor



**Below - Mark
McLachlan.
Male model.**



Waikato Wanderings



Over these last few months, the Waikato Wanderings group have literally been wandering all over the region as we check and double check driving routes, meet to discuss progress (sometimes over a pot lunch dinner or at a members home while enjoying a coffee or two), send documents to the printers and every other manner of activity that needs careful consideration when taking on the role of organising a national event such as ours.

All the while though we have been making the most of these opportunities.

I am pleased to report we have sixty cars registered so far with a whole 3 months to go, that is **me sitting at the kitchen bench processing the emails and queries**. I must say, what a fabulous friendly membership we have, everyone has been lovely to correspond with and it has made everything that much more pleasurable. Members are travelling from all over the country, making the most of the opportunity to gather and share stories about their motoring exploits.

In another one of the photographs you can see **Peter trying out the latest in TR seats** courtesy of a family member who decided to throw out a perfectly good bucket seat, yes it originally had legs attached to it and in its previous life was a dining chair however Peter decided to repurpose it given he was in need of a solution to the rough ride the TR 4 had been providing. I guess we shall have to wait until March 2022 to see what he ended up with.

The third photograph was taken was the **cars gathering at Arapuni** for a morning coffee before heading out on one of those drives I mentioned earlier. We really are spoilt for choice here in the Waikato/ Waipa region and our members have been putting in the yards to bringing you a snapshot of what we have in a short amount of time we have available.

We have been generously supported by the businesses we have approached for sponsorship including our local council which means there are a few delightful surprises to be revealed during the weekend. In the end it is all intended to deliver a fun and relaxed TR National weekend to everyone who attends.

Roll on March 2022,

Best regards from

The Waikato Wanderings Team

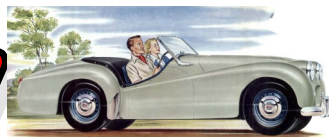
Diane and Peter Parker



See bold text in article for
photo descriptions.



Canterbury Tales...



Welcome fellow **TR**-oupers and gentlefolk. Hope you are all keeping well and getting on top of your TR projects ready for next year's Nationals. Well, it's been a pretty busy period, all the trips we planned and meals we booked were very well attended, and many of us, inc me, are well on top of our projects.

The Nationals are creeping up and, us down south are praying to the TR gods that we are still able to make it!, we're booked and I know a lot of our gang are as well, so fingers crossed!.

So!!! What we've been up to?

September

Grand Day out to Arthurs Pass

"Shall we or shan't we?" Pull the plug that is, on the trip to Arthur's Pass for tomorrow. The reliable weather forecast was promising, when I say promising, it was showing snow and a little bit of sun, but no rain - could be interesting! Sunday morning brought even more uncertainty - and then the most welcome text came in from Val Scott which read "Hi Carole – clear here at the moment and cold. Fresh snow overnight on the mountains, will be a magnificent drive. We will have the bach warm, cheers Lyn" So that settled it, it's on!

By 11.30 we had a nice little group gathered at the Highway Café in Springfield, and as we all looked out of the window towards Arthur's, sure enough there was the blue sky. And what a fabulous drive it was as we all meandered our way up to Porters and past the familiar waypoints of Lake Lyndon, Castle Hill, Cave Stream, Flock Hill and the faithful Moa at the Bealey. Blue sky, fresh snow on the mountains, and air so pure it took our breath away – Val was right, it truly was a magnificent drive, and we felt very lucky.

We arrived at the bach in good time and even contemplated having our picnic in the garden, but the grass was wet and cold, and we were beckoned by Val & Lyn to come inside. We were warmly welcomed into a cosy living area that I can only describe as the quintessential Kiwi Bach (being a pommie lass) A cosy sun-drenched cottage filled with comfy beds and in the living area cushion-covered chairs, a small table, and kettles of hot water on the coal range. Sitting in the sun and looking out at the mountains and the Tom Tits in the garden, I was in heaven. The table soon became laden with wonderful freshly baked buttermilk pikelets, jams, and the most delicious fruity slice, and many of us I know couldn't eat all of our sandwiches. Chat, chat, chat, munch, munch, munch, chat chat chat.

Then Lyn announced a walk for those needing to get some fresh air, and in my case some well-needed exercise! I jumped at the chance to see more of the snow-covered mountains and moss-covered trees that surrounded us. Within minutes we came across the remains of an old cricket pitch, once used by the builders of the Arthur's Pass rail



tunnel that began construction around 1910, the teams decided by which end you were working on. The walk followed a gently graded section of the century old Coach Road, once used by the historical Cobb Co, and the views were simply stunning. We crossed babbling brooks of crystal clear water, over-flowed by small waterfalls that bedecked the mountain-side amongst red beech, mosses and other interesting flora. Along the track were well-informed signs denoting historical points of interest, a few, in particular, caught my eye – a 'then and now' photo looking north towards Arthur's Pass Village, and Snow Creek, which was not piped until the late 1960's. Being an open ford it was almost impossible to cross during excessive rainfall. Anyone remember this? Your stories would be most welcome

Our Monthly Feed – Armadillos

I should have counted, but it was a great turn out, I think over 25 greedy **TR**-oupers turned up and as well as a fantastic food, especially the ribs, we also celebrated Sue Wilcock's birthday (she told me she was 38 again but she didn't look a day over.....) Thanks for the "sharing cake", Sue, it went down very well :)



October Winter Wonderland Weekend to Hanmer Springs

Leaving the Brick Mill Cafe, we decided on a slight change of route, via the Scargill Valley, mainly because Carole wanted to try out the Hurunui Hotel, which turned out to be a great choice, excellent food, and service, and onto Hanmer. It was a little bit moist as we left the lunch stop but brightened up nicely for a dip in the pools, met up with some other members who came up the day before for our evening meal at the Fire & Ice restaurant, which again was superb. The following day a pleasant cruise up to Cheviot through the Leader Valley and then a blast down SH1 to the Better Half Cafe for afternoon Tiffin. All the **TR**-oupers behaved themselves, A great time was had by all.



PS the Pork Pies went down well!

November

The Elmwood Trading Tavern

Great turn out at this venue, 34 Troupers, we had never been here before and came highly recommended by Gus as it's his local, the staff did struggle to sit us all, but it all worked out in the end, the service was great and the food just as good, definitely one for the pool room and we'll be coming here again.



Leader Valley Drive & Picnic

Well the weather looked decidedly awful for the trip this weekend, nevertheless, us TR-oupers are made of sterner stuff, and we decided to go ahead, some backed out and some turned up in there shineys (Us too but then I've got an excuse!), and low and behold 4 brave TRoupers turned up, Bob and Sally Taylor and Glenn and Sue Wilcock, arrived in their TRs with the hood down!, those guys deserve a DB!, the drive was..... wet!, but we soldiered on to Gore Bay and then onto Cheviot for a well-earned lunch, so both the Leader Valley and the Picnic was abandoned, but no one minded, we still had 12 Troupers turn up and we had a great time



We would like to wish you all a very Merry Christmas and a Happy New Year, let's hope those borders remain open and we can enjoy TR-ing around the country

And Finally..

Mike's Mumbles

This made me Lol!

I was in a public toilet and had just sat down, when I heard a voice from the next cubicle, he said "Hi!, how are you?"

Embarrassed, I said, "I'm doing fine".

The voice said "So what are you up to?".

I said, "Just doing the same as you, sitting here!".

From next door, "Can I come over?". Annoyed, I said, "rather busy right now".

The voice said, "Listen, I will have to call you back, there's an idiot next door answering all my questions".

Mike & Carole Lester



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.

Mark	Langford	Katikati	1968 TR5
Jeremy	Donaldson	Templeton	
Ronald	Swager	Otane	1973 TR6
Hugh	Douglas	Christchurch	1965 TR4A
Wayne Russell &	Delwyn Eason	Waipukurau	1970 TR6
Stephen	Jones	Auckland	1974 TR6
Mark	Wilburn	Wanganui	1971 TR6
Ian	Jamieson	Glen Avon	



City of Sails Area Report

Greetings all, early December as is the preferred time to be getting this quarter's TRansmission out, so we are all able to enjoy a Good Christmas Read. I was hoping to be able to step up from my last report, but alas we have only just managed to address the Covid situation enough with the nationwide move to the Vaccination Pass, to enable a little less restriction on we Aucks! Yes we are still stuck within the borders of our region, unless we can prove we have permissible reason to leave. Hmmmm does that cover a 250 mile round trip to purchase free-range eggs?

Sadly No!

Nothing to report on October, sadly, save for a bit of work on the 6 at home. No Pub Night, No Zoom Meeting, No Fun! There was a Register Committee meeting which we did on Zoom, and it was nice to see some familiar faces.

November brought with it hopes of being out of lockdown and I'd booked the Horse & Trap for the Register AGM (incidentally my last official action as Vice President) but alas it wasn't to be! We did however have a successful AGM via Zoom with a number of members joining us from across the country, including our Editor - Stephen Higgs, and I congratulate him for agreeing to stand for the vacant position of Vice President of our TR Register. Stephen brings with him a huge amount of experience in all things TR, and will bring mana and respect to the role. His decision was welcomed wholeheartedly by all in attendance. Outstanding! The AGM was to have doubled as November Pub Night, but Yea Nah that will have to wait another month (fingers crossed).



We did however manage a reduced numbers run during November Woop Woop! Group member Bruce Stuart (TR4A) had taken on the organiser's role, however through successive weeks the weather failed to come to the party. We talked and decided to risk all on Sunday 21st, and were delighted with the dawning of a lovely Auckland day as we met at a favourable spot in Takapuna. 6 TR's and caregivers plus a modern (all Frank's TRs in Katikati, outside the border unfortunately).

Last minute decision saw the original destination on the East Coast changed to a new to us destination on the West Coast with full tide due on arrival, Perfect!

Unfortunately this cost the loss of one of our group Dennis & Anne Greenman, who were to have turned up later on the East Coast, My apologies guys.

Took the old country road route to Dairy Flat then West to Waitoki for a coffee, before heading through Helensville and up on the South Head Road (Kaipara Harbour) to Shelly Beach. What a great spot for a picnic it turned out to be, and I think we will visit again.

Nice surprise as we headed up to Shelly Beach from Helensville to look in the mirror and see a TR3A join us on the road. First viewing of Dave's 3A, and it's lovely and looked good sitting next to Bruce's 4A (photo above)

We weren't the only classics at Shelly Beach, with a clutch of 50's Chevrolets, joined by a Dodge Super Bee, and a large group of Citroens with unfortunately one having to return home on a transporter.

Was a lovely outing and I thank Bruce Stuart for organising us, and all who turned up for the run. Bruce S from Hunua way clocked up 152 trouble free miles, and followed we Martins and Booths back to Auckland via the Old North



Road an excellent drive, we clocked 111 trouble free miles, with both Linda and I catching a bit of sun on the way. LOL

As this report goes to print we are looking forward to our first actual Pub Night since August, next Tuesday 7th at the venue Nick & Ally Kemp were introducing us to back in September, and we are looking forward to that. December also brings with it a chance for a drive with the Auckland Triumph Car Club, and the annual Pre Christmas Brekkie Run to the Salty Dog at Snells Beach. Fingers crossed.

It's nice to be able to report on an occasion with a bit of positivity, and I will leave you with this thought - back in 2019 we first celebrated 50 Years of the TR6, and I mentioned the 2022 National Weekend as a great opportunity to get the 1972 6's together for a group photo. I am revisiting that and would like to hear from any other owners of 72 6's that are coming to the Nationals, to set up a time and place for that special-to-us photo.

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

"It's Never Far in a TR!"

Steve Martin

"Tech" bits and pieces

Repairing low TR6 fuel pressure

This story starts a few years ago when I was unsure of the exact pressure that the PI system was operating at in my car.

Note that the setup in my car is as per factory, being Lucas fuel pump and PRV.

The car was running ok at this point but I was curious. I had read it should be between 106-110 PSI.

I purchased a 140 PSI glycerine filled fuel pressure gauge and had hoses and fittings installed, purely to check the pressure of the system (at this stage the gauge was removed from the metering unit connection after the check).



On testing I could not get any better than 95 PSI out of the system.

I removed the fuel pump and gave it a service, reinstalled and rechecked the pressure, still at 95 PSI.

I then dismantled the Lucas PRV in situ to try and adjust the nylon screw that is buried inside, this would not budge.



At this stage I bit the bullet and purchased an after market PRV from Revington TR in the UK.

The new PRV is now installed in the car and after adjusting the grub screw I have now got 108 PSI.

The original Lucas fuel pump I have reused.

The fuel pressure gauge I have left installed in the engine bay (still not sure if I will leave this in as I like original).

Steve Bevan

The Registrar Reports...

At 10/21:

TR4 rego. NAL181; wedgwood blue; on TradeMe at Bains Christchurch for \$44,999. Pix on file, awaiting comm. no;

Our late client bought this car back in 1976 and had enjoyed many years of motoring throughout the UK and New Zealand. In 2011 it was decided he would embark on a major restoration of his beloved car.. Now 90% complete with all the major and costly work done. Finished in Wedgewood Blue, with blue interior this is a fantastic looking car, that drives well. The car is accompanied with a file of invoices and history pertaining to the car.

TR2 comm. no. TS2624-LO; body no. EB2604; rego BV9331?; owned by Rex Valentine 0275-989-432; Christchurch area; New to Register.

Has flared guards & wide wheels. May be disassembled at present and about to be advertised for sale due to the owner's age. Has hardtop; disc wheels plus a set of wires.

TR4 comm. no. CT6463 rego. 620TR4 ex John Clapson now confirmed with Philip van Deurs Pix on file.

At 11/21:

TR6 comm. no. CR5333-O, rego l974, dark blue; Tauranga: TradeMe \$80,000, pix on file;

Triumph TR6 Ground-up rebuild, absolutely immaculate. Only travelled 1900 ks since completion The car is fully registered and warrant of fitness. Car has been restored to exact original condition, no modifications., in excess of 100k spent on restoration., Reason for selling is I have a 1972 TR6 as well, nice original car but I would like to restore it also.

TR6 comm. no. CC27394- L, rego. KSS192 white, Tauranga; TradeMe asking \$45,000, reduced to \$35,000. Pix on file.

It was purchased in California in 2007 and brought to New Zealand on a container ship when we immigrated in 2015. The car is registered and will be sold with a brand new WOF.

TR4A comm. no. CTC78092, rego. MM9862, TradeMe asking \$65,000; pix on file; *Hard Top and Soft Top. Imported from the UK in 1985 and Fully Restored to Concours Condition in 2016 at circa 24247 miles.by Steve Payne. Pix on file.*

TR6 comm. no. CF23443-UO, red, overdrive, not yet registered. With new member Stephen Jones, Balmoral, Auckland, New to Register.

Ex Californian import. Imported 1997. I'm 3rd owner in NZ and purchased car in 2012. Has been unfinished project.

TR6 comm. no. CC30857-LO ex Rocky Fiske, now with new member Mark Wilburn, Aromoho Wanganui;

Purchased on 28th October 2021 from Rocky Fiske, this is to add to my Triumph Stag 3L 4 speed manual/O that I have had for 7 years, with the restoration completed in February 2021

TR6 comm. no. CP53594-O rego. DKR674, for sale TradeMe asking \$55,000; pix on file;

Have owned vehicle for last 4 years and it has been great. In excellent condition NZ new so no rust Transmission is 4 speed plus overdrive Speedo is in miles Fully serviced.

At 12/21:

TR2 comm. no. TS3629-O; on TradeMe; for auction by Webbs on 12/12/21 - estimate \$55K - \$60k; pix on file;

Registered here new on 26 November 1954, this long door TR2 is one of the first 4000 manufactured. It is generally regarded by marque enthusiasts that this feature delivers a lighter and more agile car than the later short door iteration. The current owner has afforded the following snapshot relating to it and its history.

Original owner was the well-known gentleman driver, Duncan Rutherford of Christchurch. Duncan was considered to be a very accomplished driver and entered the TR2 in the 1955 CFW Hamilton Trophy race at Mairahau on 5 February 1955. Starting 13th in a field of 24, he finished in 7th place behind two Jaguar XKs, a Cadillac, Cooper Norton, Alfa Romeo P3, and an Austin Healey 100. In the Dunedin Road Race on 9 April 1955, starting on the 5th row of cars that were three cars wide, he finished 9th.

The vehicle has been re-painted twice, the last time about 20 years ago, and has had its interior leather and carpets renewed. It had its first major engine work since purchase in 2013 and is running well. Despite being driven somewhat more sedately these days, it is often seen in 'racing trim' with just aero screens, no windscreen. The car is in very good condition. It is used weekly and is well-maintained. It has disc brakes, overdrive, wires. It has been reupholstered in Connolly leather, refinished in lacquer BRG, and is running well. This lovely example of an early TR has been owned by the vendor for 35 years.

...and a great Christmas and 2022 to you all...

Kevin

Spare a Thought

No significant changes or additions on the spares front right now.

Parts are still flying out the door, but there are persistent delays in Courier delivery times. It is typically taking up to a week to get items from Auckland to SI destinations at the moment. Hopefully this will ease in the New Year.

We have received several copies of the latest version of Moss's Parts Catalogues for TR 2-4A and TR5-6. If you would like a copy when ordering parts, please let me know and I can include one at no extra charge. If you want one anyway, it will be \$7.50 to cover postage.

That's all for now.....

Happy fettling.

Ian.



TRansactions



1954 NZ new TR2 Long Door

Com # TS 3648 O
 Engine # TS 3980 E
 Travelled just over 3000 ml
 since complete engine rebuild
 and ground up restoration
 Recipes and photos of work.
 Red wire wheels hood
 and tonneau cover.

Just \$43000.00.

Phone Colin 0272400387.
 email colandbarb@xtra.co.nz.

TR2 - 3A

Idler lever, bracket and seal - \$140

Side Screens with Dzus fittings
 and hood with fittings - \$675

Timing Chain Wheel and
 Camshaft wheel
 (possibly also TR4 - 4A)
 new \$135

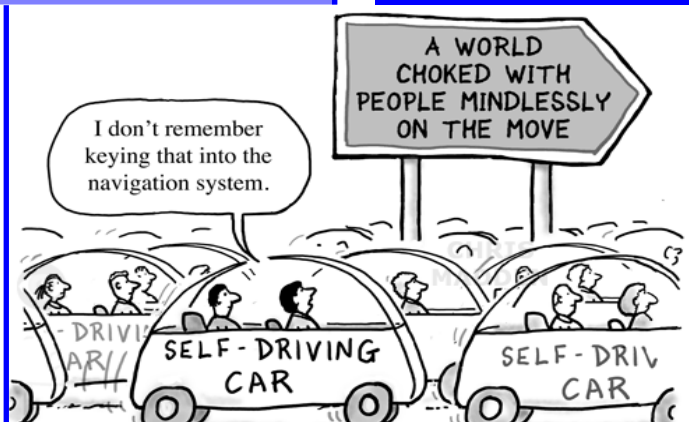
Pair of clip on Side
 Wind Deflectors - \$80

Bob Birdsall
birdsall@xtra.co.nz

Tool Roll with tool set,

All in excellent condition
 \$450.

Bob Birdsall
birdsall@xtra.co.nz



TRansactions

WANTED

TR2/3A Windscreen Stanchion

Wanted for the restoration
of TS767 SPO

Right hand Windscreen Stanchion
Part No 552182 Dzus fixing

Frank Cleary
0274393146

TR2 PARTS WANTED DEAD OR ALIVE for 1954 TR 2

Door hinges - both sides
Drivers side door (longdoor)
Passenger side front guard - any
condition
Passenger side rear guard - any
condition
Quarter panels outer and inner (both
sides)

Continued right.....

Sidescreen sockets - wedge
type
Rear cockpit capping pieces
Radiator
Speedo/Rev counter
Hoodbows
Amber dash indicator light

TR2 bonnet emblem

Heater & demister parts
Rear handbrake cables - both
sides
Handbrake front fork end -
handbrake lever to cable
Rigid steering column outer
tube and inner
Fuel tank overflow pipe
Fuel cap screw in base. I've
got the flip-top filler cap - just
missing the
base it screws into.

All replies welcome.

Pete Drummond
pdrummond@slingshot.co.nz
021 397658

**ADVERTISE
HERE
FOR FREE**

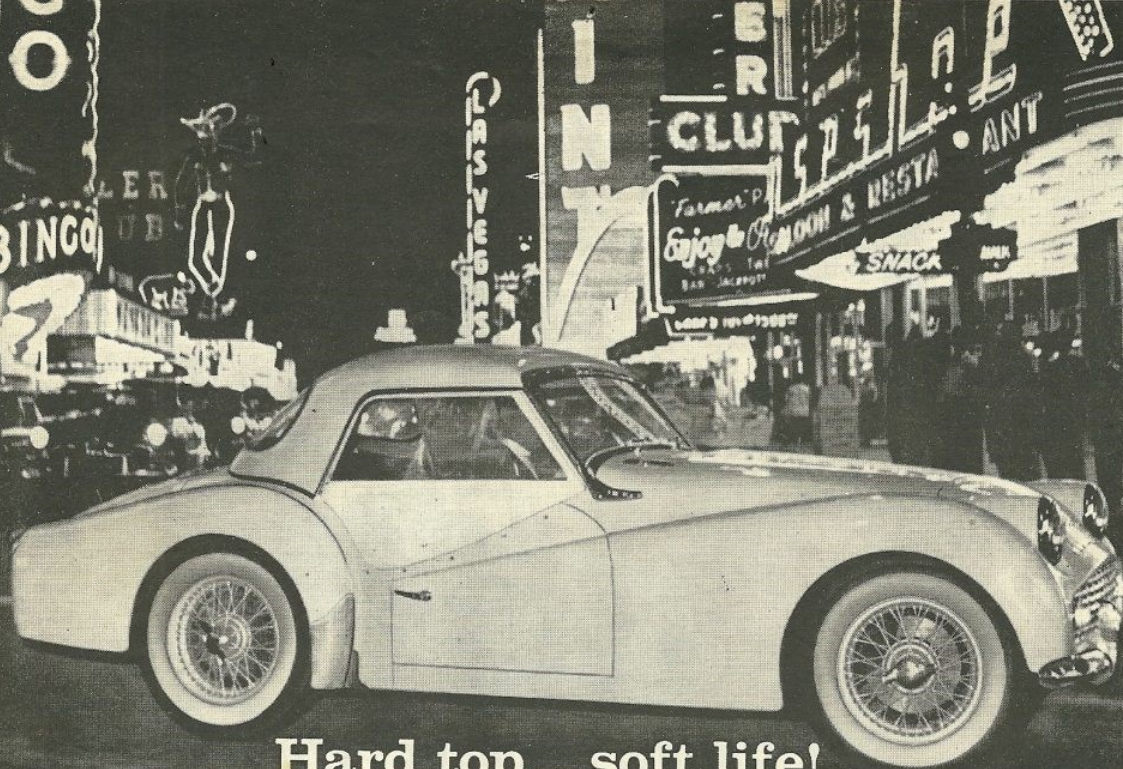




Deep South team on the steps at Marama Lodge, Lawrence - see Page 12

Hawkes' Bay happenings - start of the first Spring group run.





Hard top...soft life!

The living is easy in a Triumph TR-3 Grand Touring Model. (Witness this lucky Las Vegas driver.)

The steel hard top is readily detachable. But so many people like its smart looks and year 'round comfort they just don't take it off. Hard top or not, the TR-3's nimble handling and orthopedically designed seats make you forget the miles and enjoy the fun of driving.

Everything about the Triumph TR-3 Grand Touring

Model is "grand" but the price. It costs \$500 less than any comparable sports car... gives up to 35 miles per gallon.

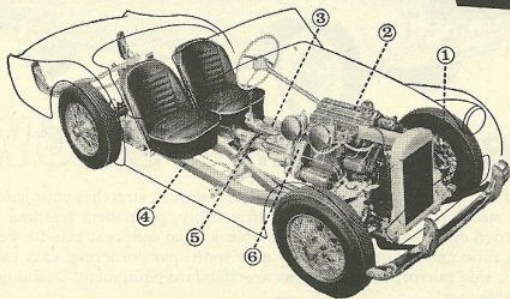
The TR-3 has won 1st in class in countless rallies on both sides of the Atlantic. So it's not surprising it's America's number one selling sports car.

The soft life begins at your Triumph dealer. See him today for a test drive!

TRIUMPH

TR-3

GRAND TOURING \$2835^b



6 reasons why the TR-3 is U.S.A.'s #1 sports car buy:

- 1. DISC BRAKES:** Standard equipment on front wheels for maximum braking efficiency; will not fade, grab or lock.
- 2. 1991 cc. ENGINE:** 100 horsepower; top speed: 110 miles per hour; acceleration: 0-50 in 8 seconds.
- 3. GEARBOX:** 4-speed; short throw for easy shifting; heavy duty synchromesh in 2nd, 3rd and top offers rugged, smooth operation.

- 4. FRAME:** Rigid "X" type for stability; rust-proofed steel.

- 5. HAND BRAKE:** Racing type—centrally mounted; has quick release "throw-off" action.

- 6. RACING CLUTCH:** Heavy duty woven lining for longer life.

OPTIONAL EXTRAS: Overdrive, soft top kit, rear seat, wire wheels, white walls and others (ask your dealer).

SERVICE: Dealers in every state—over 700 of them in all.

^bConvertible model, \$2675 (At U.S. Ports of Entry, plus state and/or city taxes—slightly higher West Coast.) Standard-Triumph Motor Company, Inc., Dept. F-20, 1745 Broadway, New York 19