

TRansmission



#190 March 2022

Official Magazine of TR Register of NZ

Cantabrians



Wellingtonians



TRAnsmiSSion

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FRONT COVER

**TR HQ is in fact Craggy Range
Winery, with the Hawke's
Bay team parked outside.**

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

TR REGISTER NEW ZEALAND (Inc)

P.O. Box 17-138 Greenlane
Auckland 1546 New Zealand
web site: www.trregister.co.nz
e-mails: info@trregister.co.nz or as below



2020 / 2021 NATIONAL COMMITTEE

President/Spares*

Ian Harris 0275487122 TR6
spares@trregister.co.nz

Vice-President/Transmission Editor

Stephen Higgs 0274782246 TR4/TR8
editor@trregister.co.nz

Archivist/Concours/International

Frank Cleary 0274393146 TR4/TR6/TR8/Dove

Treasurer

Bruce Baillie 021479763 TR6

Secretary/Membership

Alisdair Keucke 0274804226 TR6

Compliance

David Snelling 021417383 TR8

Webmaster

Stephanie Booth 0274744601 TR6
webmaster@trregister.co.nz

National Weekend Liaison

Stephanie Booth 0274744601 TR6

Committee

Bruce Stewart 021714473 TR4
Ian Ramage 021571700 TR6
Steve Martin 0273342063 TR6

Support outside committee:

Webmaster

Jim Vassiliadis 0274411318 TR4

MotorSport

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

Registrar

Kevin Tinkler 0210672365 TR4

Technicalities

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

GROUP LEADERS

AUCKLAND

Steve Martin
0273342063 TR6
auckland@trregister.co.nz

WAIKATO

Vishu Singh
021783711
waikatotr@yahoo.com

BAY OF PLENTY

Michael Thornman
0274742626 TR3A
bop@trregister.co.nz

HAWKE'S BAY

Graeme & Joy Thomas
0224001367 TR2
hawkesbay@trregister.co.nz

WHANGANUI / TARANAKI

Ken Pfeffer
0220641628 TR3,3A,4A,5,6
whanganui@trregister.co.nz

WELLINGTON / MANAWATU

Johnathan Petterson
0211247950 TR3A
wellington@trregister.co.nz

NELSON / MARLBOROUGH

Bill Rogers
(03)5735507 TR3A
nelson@trregister.co.nz

CANTERBURY

Mike & Carole Lester
0275531955 TR8/TR4A
christchurch@trregister.co.nz

OTAGO / DEEP SOUTH

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

TRanSport

Well, what a disappointment for us all!

The Waikato team pulled out all the stops planning for the 2022 National Weekend, only for Omicron to rear its ugly head. There were many days of discussion and angst before the decision was made to postpone the event until next year. The arguments for continuing and cancelling were both strong, there being no right answer, but the health and safety of our Members was paramount when making the final call. And if the event had continued with arguably greatly reduced number, it simply would not have been the super social National Weekend we have all come to know and expect.

So, NW2023, will still be in Waikato and is re-scheduled for 16th – 19th February 2023. Put it in your diaries now.

In spite of the on/off limitations on large group meetings I'm know there have been many local runs and weekends away over the summer months. Let's hope the Autumn weather allows us to continue to enjoy our cars.

To other matter Waikato – there is to be a change in Group Leader. After 13 years in the role, Peter Parker is stepping aside and Vishu Singh is taking over the role. Peter, on behalf of the Committee I thank you for all the time and effort put into running the Waikato Group. Vishu, you will have a hard act to follow but I'm sure you are up for it.

The Group Leaders really are the heroes of the Register, freely giving of their time to help us all get maximum enjoyment from our common love of TRs. Please support you Group Leader in their efforts; they can also be your conduit to raise any issues you may have with the Committee. Although I assure you the Committee are directly accessible too.

Keep well and safe TRavels

Ian H. President

EDITORIAL TEAM

TALK

As always, a warm welcome to TRansmission. For this Editorial Team, this is our 50th edition. It is also our last, as outlined below.

We are getting back to normal page volumes as the local groups get back into some driving and fellowship activities again. That's great news for our readers who can enjoy the experiences "remotely". But like Zoom/Teams/Skype meetings, it's not the same as the real thing, so the TR activities are even better news for those making the most of the opportunity and getting out there.

The back outside cover of a TR3 in the snow might seem premature, but with dustings of snow on the South Island mountains this week, it was published deliberately to encourage you to get out in your TRs over the next few months before Winter gets serious. And before you all comment or even think negative thoughts, it's been clear, sunny and warm in Dunedin for the last few days!

We were all disappointed that the Nationals Organising Committee had little choice but to make the decision to postpone Nationals 2022 as a result of Covid. On your behalf we thank them for the great work they did in trying circumstances.

Included with your magazine are the registration forms for the postponed event, taking place in February 2023. Get your forms in soon if you are planning to be there.

More importantly, **if going to Nationals next year, it is vital that you book accommodation early.**

As Mr President has done in his report, we would like to welcome Vishu Singh as the new group leader for the Waikato team. The readers of this magazine look forward to your future contributions. And a warm thanks from us to Peter and Diane Parker for regular, reliable, and enjoyable articles for TRansmission.

Thanks to members who have been new or recent contributors to the magazine. We've said it many times (you could call it harping!) - the success of TRansmission boils down to the informative, interesting, and

entertaining material we get sent from group leaders, committee members, and from passionate members.

One reason to highlight that again is because a new TRansmission editor is to pick up the reins from the next edition and he will need and be grateful for your continuing support.

David North, a member from Nelson, has put up his hand to take on this important role for the Register and, more importantly, for members. Thanks very much David, from the retiring Editorial team and from all our members.

It has been a pleasure for us to produce this wonderful publication for all of you. Our first edition was in December 2009, which seems like ages ago, but time has flown as we've enjoyed it.

Our best wishes to David for the safe hands TRansmission is in, and to all the members who have supported us in the past.

Signing off with this 50th edition. Enjoy.

Stephen, Trevor, & Brian



Contact at: editor@trregister.co.nz

Waikato Wanderings



In the March 2021 TRansmission magazine, I ended my **National Weekend 2022 Cambridge** article with the words 'We can guarantee you all, we are hard at work to make it a reality', mmmm, it ended up being the sort of mirage you would expect to find in the desert, oh so close but so far.

Still, we can thank the Omicron variant and the Health Department for the RED light system for the change in course. There was a limit of 100 participants imposed on the event and our numbers far exceeded that number which meant the reality was it was not able to go ahead as planned. Unfortunately, there was some financial fallout from accommodation cancellation policies as well as disappointment from our organising committee, those planning to attend and, I think it is appropriate to acknowledge the efforts of our South Island cousins who have invested many hours in voluntary time to begin the organising of what was to be the 2023 National Event in Te Anau. They very generously put their plans aside for the Waikato Wanderings team to complete what we started planning in 2020. We have all fingers and toes crossed that 2023 will be our year.



Thank you to all those who registered, it was a pleasure receiving and corresponding with you all. It was also a learning curve as all these things are and a great sense of amusement to read that some have dietary requirements that include Red Wine. When the notice was sent out regarding the postponement of the event and the offer to refund registration monies I was greeted with an avalanche of requests, a few were lost in the fallout but thanks to patience they have all been made and I don't think anyone has been left with unhappy thoughts, well, I hope not anyway.

I think it must be remembered that all these events are organised by volunteers who freely give up their time and energy to structure a gathering that is both memorable, for the right reasons, and fun.

Looking forward to 2023, some motels and hotels in Cambridge have been contacted regarding our event, we suggest you book now if you are considering

attending, or have kept your registration in place, please book directly with your accommodation host as we are not using the Cambridge i-site. There is a mini-Women's Soccer World Cup Qualifying tournament on in Cambridge at the same time plus others I am sure given this is a major hub of sporting events in New Zealand.

There is still a great deal of motoring to be had before next March, new memories to be made and fellowship strengthened between the members. Let's fill in the time by discovering new roads and new things that can go wrong with the cars (another one of those learning curves)

Get out your 2023 calendars and put a big red circle around these dates:

Thursday 16th February to Sunday 19th February 2023

Best regards and Happy Motoring

Diane and Peter Parker

The Not the National Weekend Tour:

Sunday March 6 dawned fine and clear, if not a little cooler as Elizabeth and I headed into Cambridge (roof down of course) to meet up with seven cars from Auckland at our Town Square. For once, we were the first to arrive!!.

Once we had all gathered, we headed off in convoy, with Tim Bradshaw acting as tail-end Charlie. Our start point was the Woodlands Historic Home and Café in Gordonton which is a 40 minute drive from Cambridge over rural roads.

Once at Woodlands we met up with the rest of the Waikato contingent as well as some members from the Waikato Vintage Car Club who also were having a run using the same start point. Once the obligatory coffees and natter were out of the way, we mounted up and headed off on a tour organised by Cazna and Steve Payne.

The tour was a loop from Gordonton through Horotiu, Whatawhata down towards Pirongia, around Te Awamutu back to Cambridge and the Karapiro Dam Domain where we had a picnic lunch.

All in all, 14 cars took part, comprised of 12 TR's, a Spitfire and a Mazda MX5 wannabe TR.

Thanks Cazna and Steve for planning this great run

Kevin & Elizabeth



CAR...TOON CORNA



With todays fuel prices, more and more men are dependent on their wife's vehicle





Top O' The South

THE TOP O' THE SOUTH REPORT

With summer providing some wonderful weather, and Covid constraints eased, we trust you've made the most of opportunities. Unfortunately, we've endured a quiet spell in the Top O' The South, where Covid's been unkind to car themed events, and I battle to get the TR3A back on the road. We look forward to happier times ahead.

DRIVE YOUR TRIUMPH DAY

Regrettably I'd made no plans to mark this year's occasion. With the car still out of action I left it to others to decide if / how they'd commemorate Feb 10th.

Ever considerate, Varley and Leon offered to catch up, and on the 10th Feb, on a wet and drizzly grey morning, they arrived from Blenheim. Their immaculately presented TR4 commanded attention, brightening an otherwise drab scene as it sat parked in Picton's main street. And we found a place to dine, lunching at one of the small cafes dotting the waterfront. Steve, it was outstanding!

Replete, the outing was over. And with a nod to Sir John Black, Mr and Mrs Broadbridge returned to Blenheim, driving their Triumph on Drive Your Triumph Day. And I trod the back streets of Picton, to where my home with its empty garage waited.

AND THE ONGOING SAGA OF BILL'S TR3A ENGINE

In December's publication I mentioned rear main lip seals failing twice following my engine rebuild. As a result of these disappointments, the engine rebuilder attempted another shot at repairs, choosing a rope seal alternative in his bid to overcome the oil leak issue. And to be doubly certain of success he manufactured and fitted a slinger guard, guaranteed to deflect 99% of oil splash away from the rope seal.

Disappointment again! Despite being buoyed with optimism that the rope seal / slinger guard combination would do the trick, it didn't. The leak persisted, the symptoms mirroring the pattern of previous failures. As soon as compression was generated there'd be an oily mist exhibiting from the area around the flywheel, quickly followed by the dreaded leak of oil. And it was about this time that the previous owner of the engineering business happened to be passing by. He called in, and not surprisingly, the oil leak became the topic of contemplation and debate. They chose to measure the oil pressure, something they hadn't done, even though the engine rebuild and refurbishing of the oil pump would likely cause an oil pressure rise.



A shop gauge was duly hooked to the engine. It was capable of measuring 150 lbs psi, significantly more than the Triumph's operating oil pressure range, so there was ample scope for our purposes. Our two gentlemen were startled when, after a few cycles of the engine, they observed a pressure in excess of 150lbs. The true oil pressure was never known because of the gauge's 150 psi limit, but it would have been significantly more than 150, and significantly more than a Triumph rear main seal is designed to withstand.

They adjusted the oil pressure relief valve, resetting to a limit of 60 > 70 lbs psi, and replaced yet another blown rear main seal. And a subsequent half hour run on the test bench indicated all was well – no oil misting and no more leaks.

So after 14 months, and sporting its 5th new rear main seal, the engine is again back in Picton. It's installed in the car, some finishing touches remain. What a sorry, drawn out, saga – an engine rebuild that should have been reasonably straight forward, but one blighted with delays, disappointments, and setbacks at every turn. And the failure to diagnose and correct the excessive oil pressure, at the outset, a very costly omission. But things now look positive. Soon the highways will beckon. There's classic motoring to be planned. And as the saying goes - "it's been a long time between drinks".

Cheers from the Top O' The South.

Bill

Bay of Plenty Travellers

The year 2021 finished with a great Christmas lunch hosted by the Triumph Stags at the Old Forge near Te Aroha. As our TR's are few in number the invitation was too good to miss, and much appreciated.

The day was hot and sunny – all TR hoods down – and a good meal after a great run. Thank you Stags!

Normally we have a run to the Rotorua Waterfront Car Show in January, but being aware it was cancelled due to Covid we arranged our Pub night instead, to plan a February run. The evening was a success with over a dozen present, all keen to organise a suitable run and venue, the sooner the better!

The date 5th February was chosen for the Te Aroha Car Show, picking the Katikati cars en-route.

Result – cancelled! Unfortunately another trip could not be organised at short notice, and Jane and I were away.

Our March Pub night fell on St. Patricks Day and the venue was celebrating in a big way, so the small group that turned up had a quiet meeting in a nearby restaurant, and April's run is being confirmed. The good news is the Covid mandates are to be withdrawn so we will be 'back in business' at last.

Looking forward to more eventful future months.

Cheers from the Bay of Plenty.

Michael





Deep South Group

Usually at this time we would be reporting on the National Weekend and all the goings on which had happened either going to, at the weekend, or on the road home. Unfortunately due to the crazy times we seem to be living through at present we have no Nationals' Report from the Deep South Group.

The Deep South was all fired up to inform Register members at Cambridge on the details of the 2023 Nationals which David and Lorna Wright have been organising in Te Anau for 2023. Unfortunately due to circumstances beyond the control of the 2022 Cambridge National Weekend organising committee the 2022 event has now been shifted to 2023 and the Deep South National Weekend event has gone to 2024.

The outcome of all this is for members to now pencil in the TR National weekend in the Deep South February / March 2024. Let's hope the world has settled down by then!

To finish 2021 we organised a "Fish and Chip Run." The idea was to drive to the Brighton Domain, sit in the sun eating our fish and chips and mix and socialise with our members. As can happen in Dunedin, the day wasn't too bad right up to the time we were due to leave home then it started to rain, the temperature dropped and everything turned to custard! Luckily Colin Deaker had offered their/his garage on the off chance that the weather could do a "Dunedin". Jo would not have a bar of using the garage and insisted that we use the Lounge. We had a great night, with a good turn out of members who thoroughly enjoyed eating their fish and chips, picnic style, in Jo and Colin's lounge instead of on the grass at Brighton. Thanks a million to the Deakers for saving the day.

On New Years Day, as the weather had been so good, Stephen, Gail, Jane and I decided to get the TRs out for a run to the Dunback Domain for a picnic and a sit in the sun. Bad choice! Another "Dunedin" day. It was the a day that was overcast with drizzle in the air. The next day was brilliant as the day before had been! It was still a pleasant day though, just getting out in the TR and having a run out into the country. Coffee was on the menu on the way home and we were in luck and found a coffee shop open in Palmerston. It was doing a roaring trade and deserved to be doing so by being open on a Public Holiday.

The first official event of 2022 was a run and BBQ organised by Lauren and Pete. This time the weather was perfect. We all met at Prospect Park and headed off down the Peninsula, turning up Castlewood Road, down through Tomahawk, along Victoria Rd then over towards Tunnel Beach where everything fell apart. Doug and Viv, Pete and Lauren and ourselves realised that there was nobody following us. Stopping and making a phone call to see where everyone had got to we found that Mark had broken down and was heading home. The rest of the group which had stopped to give assistance then decided to head straight to Outram and Lauren and Pete's place as it was getting

late in the day. This solved the mystery of where everyone else had got too. Our little group had a pleasant run through Wardronville, Fairfield and East Taieri to Peter and Lauren's at Outram.

We had a great time catching up with everyone and finding out what they had been up to since last year. The weather was one out of the box, Pete did a great job on the BBQ and the women "did us proud" with the salads etc. The meal was topped off with a feed of local raspberries. Local fruit like this is becoming a bit rare these days due to growers selling out to property developers!! Outram is no different from the rest of the country, all our good agricultural land is being carved up for real estate development. A truly great start to the year and a big thank you to Lauren and Pete for making us most welcome.

Our monthly dinners continue. Those who attend enjoy the chatter and banter, it's like a tonic.

Unfortunately The Deep South 4WD Trip and BBQ (Not inTRs!) at Lawrence has had to be postponed due to Covid. We are hopeful that this event will go ahead at a later date. Not only is it a very enjoyable event it is also a fund raiser for the Waitahuna School, Lawrence Vintage Car Club and the Lawrence Medical Centre. In these times local organisations can use all the money they can get. "Bloody Covid"

Jane and Trevor

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.

Neil Manchester	Timaru	
George Oliver	Tauranga	TR5
Scott Busby	Auckland	1969 TR6
Russell Locke	Auckland	1954 TR2
Mitch Horn	Kerikeri	1972 TR6

Hawkes Bay Happenings...

January 9th, another 30 degree day and what better time for our New Year Run. An opportune notice in the Travel section of the local paper about the Guthrey Smith



Lake Tutira

Arboretum being open to the public on Sundays over summer. This is near Lake Tutira about 40 minutes drive north from Napier on the Gisborne Road. The Guthrey Smith Centre is the venue that local schools use for outdoor camps but usually not open to the public. 11 TRs arrived at Snapper Park Café for a coffee including our new members Wayne Russell and Delwyn in their lovely 1970 TR6 who were warmly

welcomed by our friendly bunch. 9 TR's set off along the coast with the beautiful teal blue Hawke Bay on our right before heading inland into the hills past White Pine Bush and on to Lake Tutira. A short drive up the shingle driveway to the parking area where everyone found some shade



Wayne & Delwyn's TR6



Picnic lunch in the shade

to park in. A lady representative of the Centre gave us a brief talk on the Arboretum which has been planted over the last twenty years with areas dedicated to different parts of the world, eg. China, Australia, Mexico, Europe. So in a matter of a couple of hours or so we managed to navigate the world without have to show a Covid Passport even once! So back to the carpark and with picnic hampers out sat in the shade and devoured our lunches. So having eaten and chatted, time for another leisurely drive back home. Another successful TR day

out with no problems apart from two sidescreens and a TR6 with slight overheating issues – plenty of time to get them sorted before Nationals.

Our next outing on January 20th was a brunch at Hygge Café out towards Cape Kidnappers but first we met up at the very impressive Craggy Range Winery just out of Havelock North. This winery has recently been named the best vineyard in Australasia, and with the lovely wines, restaurant, buildings and



Great TR line-up at Craggy Range

surroundings it is no wonder. Well worth a visit if you are journeying to the Bay, a definite 'Special Occasion Place'. So what better place to photograph our wonderful cars. It was an absolute delight to see Dorothy and Roger again in their TR3a, this has been a journey and a half for this milestone to happen, Hooray!!

Unfortunately it was a cloudy day, although quite warm, with rain threatening which didn't actually eventuate so we had 6 TRs all polished up to look their best in such salubrious surroundings. Then on to Hygge Café for a very tasty brunch and chat before heading for home.

A number of our members who were going to National Weekend had not entered the Concours previously so I decided to run a session going over the marking criteria and the different classes. Half a dozen of us met at David Mackersey's MacCave on a Tuesday morning (thanks David) with a coffee and chocolate muffins and then on to the serious business of the day. I ran through the things judges are looking for and then gave each person a marking sheet so they could score their own car. I was surprised at how good the marking was, perhaps if anything a bit harsh on themselves as of course you all know the flaws in your car.



Grooming session at MacCave

It was great to see the effort all had put into preparing their TRs for this session (well done guys) and I was sure we would have a few place getters at Nationals. I would have to select Steve Bevan as the most improved car and it didn't have to have an expensive paint job to reach that, lots of elbow grease and attention to detail with a repaint of the wheels has increased the eye appeal of his TR6 immensely. So it doesn't take lots of cash but just some effort in the right areas.

And then we were advised that the National Weekend had been postponed which was very disappointing for all who were going. Quite understandable considering the impending Omicron cases and our thoughts went out to the organisers who had put so much work into the events of the weekend and then the task of finding a suitable replacement date in a town which is obviously very busy at that time of year. We look forward to 2023.

Our Waitangi Day Beach Run was postponed due to very un-beachlike weather.

On Feb 17th we managed to hold our Winery Lunch at Crab Farm which had been postponed due to the lockdown in August. 10 TRers met at the winery on a nice sunny day and enjoyed a very tasty lunch accompanied by a glass or two of lovely wine and lots of chat. We were thrilled to be joined by Kevin & Liz Thorburn join us from the Waikato who timed their Hawke's Bay visit perfectly.



Kairakau Beach

Our rescheduled Beach Run on the Feb 27th was again postponed – getting sick of this weather.

March 6th was a last minute rescheduling of the Beach Run on a Sunday that finally had good weather predicted. 5 TRs arrived at the Red Bridge Café for a coffee on a foggy morning in Havelock North. It was great to see Roger with his son Doug driving the TR3a. 4 of us set off for Kairakau Beach with Bruce Hislop leaving us for another appointment. We had a lovely drive down Kahuranaki Road with little traffic and the sun now shining. Doug and Roger left us at Elsthorpe and so 3 TRs headed out to the beach. Quite a few campers here but the beach and picnic areas were mostly ours for the picking.

A walk along the beach was first on the agenda and a paddle in the ocean to check if a swim would be in order. The answer was a resounding 'NO'. Lunch was eaten in the shelter of the cars from the north east sea breeze that was blowing. As we sat and chatted we were surprised by a visit from Wayne Russell from Waipukurau on two wheeled transport, another of his interests apart from the TR6. Great to see him. A very pleasant day out finished with a drive back to Havelock North on Middle Road again with very little traffic.

I suppose we have to admit that Summer has probably finished, but we hope for some nice Autumn days ahead so we can get the TRs out a few more times yet

All the best to you all

Graeme & Joy

Canterbury Tales...



Doesn't time slip by, April already! A 'timely' reminder too that Daylight Saving ends at 3am on Sunday 3 April - put your clocks back one hour. Neil Teika's recovering well following his recent open heart surgery so let's all wish Neil well and we look forward to seeing Neil and family again soon. Well, we suppose it was inevitable, the TR Nationals Weekend scheduled for the beginning of March in Cambridge has been postponed. Those of you who were registered to attend should have been advised by the organising committee, but the good news is that it has only been postponed and not cancelled, and we look forward to receiving details of the new dates for next year, God willing.

Fresh off the press are the new dates for Nationals 2023, so we all have plenty of time to prepare including Carole and me of course, and no excuse not to get our '4A' ready to rock and roll

Here's a latest picture of our 4A, I know most of you are sick to death of seeing our car, but I don't care, we're proud of it, it's all finished now, just got to get it through compliance!



January

3 Gorges Run

"Our monthly run was originally scheduled for the 23rd which was a bit of a drizzly morning. However, due to one of those senior moments we all have, it was postponed until the 30th which was an absolute blessing for the 14 cars and 27 good folks who rocked up to Robert Harris in Rolleston ready to traverse the Canterbury plains and the three Gorges of Rakaia, Ashley and Waimakariri.

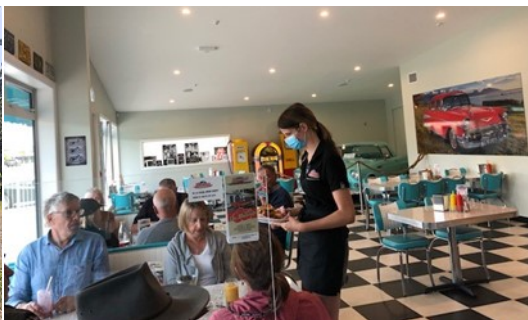
A quick trip down state highway 1 to Rakaia, where we turned towards the hills. The weather was spectacular, clear blue skies, 24 degrees fantastic for top down driving. We followed the State Highway Scenic route up to the Rakaia Bridge and onto Waddington where we turned toward North Canterbury, the Waimak Gorge and Oxford. The Instructions were clear for most people but there was a little hidden contest as to who could do the fastest U turn when Burns Road turned out to be kilometres of gravel. Some hardy souls took up the challenge but the rest of us followed through Oxford and onto the beautiful Ashley Gorge Reserve where we stopped to enjoy our lunch, bask in the sunshine and have a good catchup. After which we motored the 40km onto Rangiora and Swananoa to the home of Mike and Carole where we all enjoyed a very nice cup of tea and had a sneak peek at Mike's (nearly finished) work in progress TR4. A lovely day, enjoyed by all. Thanks Mike and Carole" - report courtesy Yvonne Baird



February

Day Trip to Kaikoura

Well we chose a good day for it and a fine group of TR-oupers turned up at McLeans Island for the Vintage Car Club's 'Old Cars and Coffee' morning. After putting the world to rights over a cup of coffee and sauntering around a fine selection of vintage and classic vehicles, we headed off, even picking up a couple of strays along the way. A superb ride up to Kaikoura stopping at Cheviot for a cuppa and then on to Bernies American Diner and the Harmons Motor Museum in Kaikoura. We all enjoyed the retro style lunch and an equally enjoyable ride home, as usual all the TRs behaved themselves and many thanks to all who made the effort



Monthly meal at the Fox and Ferret

Another very successful monthly meal was held with 19 hungry and thirsty TR-oupers turning up to experience the delights of fine dining! (good number considering the COVID situation)

Good food, good price, service spot on and a great selection of beers and wine to wash it all down. Having the cosy lounge room to ourselves completed the evening and we all had a great time and will definitely be keeping this venue on our list.

March

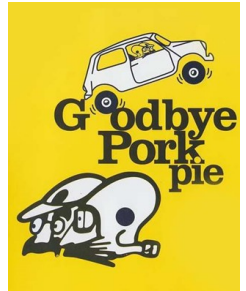
Monthly Meal at The Good Home, Ferrymead

The Good Home chain is always good value and I've been recommended the Good Home Ferrymead, as a good venue.

The 'Hello Steak Pie' Run to Fairlie

In great Kiwi tradition we're re-enacting, well sort of, the world famous "Goodbye Pork Pie" run. But this time in our TR's of course. We will meet at the awesome Darfield Bakery for departure at 10am. We'll follow the Inland Scenic Route 72 via Geraldine to Fairlie for lunch at the famous Fairlie Bakehouse (74 Main St Fairlie) returning home via Pleasant Point and back onto SH1 (yawn).

This will probably be the last of our longer summer runs and we'll try to make the route and stops interesting along the way



Mike & Carole Lester



Mikes Mumbblings

More humour for us because we all need that right now... this Old School Joke..

This made me Lol!

A guy is driving around the back lanes of Rolleston and he sees a sign in front of a broken down shanty-style house: 'Talking Dog For Sale.'

He rings the bell and the owner appears and tells him the dog is in the backyard.

The guy goes into the backyard and sees a nice looking Labrador Retriever sitting there.

"You talk?" he asks.

"Yep" the Lab replies.

After the guy recovers from the shock of hearing a dog talk, he says, "So, what's your story?"

The Lab looks up and says, "Well, I discovered that I could talk when I was pretty young. I wanted to help the government, so I told the CIA. In no time at all they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping, I was one of their most valuable spies for eight years running... but the jetting around really tired me out, and I knew I wasn't getting any younger so I decided to settle down. I signed up for a job at the airport to do some undercover security, wandering near suspicious characters and listening in. I uncovered some incredible dealings and was awarded a batch of medals. I got married, had a mess of puppies, and now I'm just retired."

The guy is amazed. He goes back in and asks the owner what he wants for the dog.

"Ten dollars" the guy says.

"Ten dollars? This dog is amazing! Why on Earth are you selling him so cheap?"

"Because he's a liar. He's never been out of the yard."

Blast from the Past...

Thanks to **Philip van Duers** for the article on the facing page. He initially wrote it when a TR owner and driver in the UK in 1980.

To quote Philip *"it was originally printed on an antique, pretty much, hand cranked Gestetner (or similar!!) then photocopied and stapled together for distribution"*. Then scanned for this magazine, so get your best reading glasses/magnifiers out!



LE MANS 1980 by Phillip van Deurs

The few days prior to the 24 hour race saw convoys of TRs proceeding in orderly fashion to Le Mans. Upon arrival, however, the route to the campsite took on a surprising likeness to the Hampton Court Maze, dotted at every crossroad by Gendarmes pretending to be 'red herrings'! A fairly strong contingent of TVG were entrenched at Camping Houx. The affiliated members included a Spartan and an MGA. At this moment I should like to award the Ladies a prize for suffering the 'Facilities'! for which even a battery razor was no match! Rumour has it that our Obergruppenfuhrer was absent due to lack of 5 star accommodation in the area - he was right! But I digress!

Thursday night saw the TR8 in practice - a truly heartening sight, and sound, for its supporters. The potential certainly looked good, but sadly it was not to be: see Alec Pringle's article TRaction 42.

Friday was non motor racing, so headed South in search of 5 star (Dr Bingley's wonder remedy not available in the French outback.) But deep down in some caves we discovered a beverage made with a mixture of feet and small purple fruit; since it appeared to put the drivers in good humour we took on a supply! The evening and late into the small hours was spend around a fire putting the afore mentioned liquid to the test, with varying degrees of success! Much French beer, for lack of a better word (Where for art thou O'Rams Brewery?) was also consumed in a gallant effort to console Alec and most of the TR8 crew

The day of the start (who said at last?) TVG congregated at the start of the S bend, so did the weather. Thunder, lightning, torrential rain and hail the size of ball joints. One broly and various 'haute couture' plastic dustbin bags were a pathetic opposition! The cars started sailing at the appointed hour and the first drop outs were those drivers who had forgotten their snorkles! The following 24 hours were spent watching the race from various vantage points all around the circuit aided by feigned lack of local dialect (ie we didn't understand where we weren't meant to be!) The middle of the night was spent at a cafe, apparently only known to the TVG on the main road which forms the Mulsanne straight. We had all be chauffered there by Adam Blackaby who had thoughtfully brought his limosine; hopefully Cox & Buckles will have a spare soon, that wheel bearing can't last much longer! Who knows perhaps next time it will be a Bristol, or was it a Bentley?! (I'm certain it began with a B). For those who missed it, sitting in that cafe with the French doors open to the road, drinking hot chocolate (shame on any disbelievers!) watching cars go past at 200 mph only about eight feet away was quite an experience. The guessing game was 'identify the car'. Stand on the hard shoulder of the M4 with your eyes closed and try it sometime!

The following day it was back to circumnavigating the circuit for good camera angles, only this time we had the measure of the Gendarmes at every junction. Tell them we want to go right when really we want to go left and without fail we were directed left - thirty/fifteen to the TVG.

The final few hours were made the more interesting - perhaps not so for the drivers - as the brilliant sunshine and dry track were at intervals interrupted by 30second downpours. In any event none of us knew the final order until the following month's Motorsport!

The return was livened up by allowing a little over 2 hours to reach the ferry 150 miles distant, and that Spartan stuck behing like glue all the way.

A couple of points worth noting - the TR Register turn out was magnifique, (it was rumoured the Jag Owner Club turned up in a coach!) I guess we even out-numbered 2CVs. Also throughout, and despite the appalling conditions, there wasn't a moment when John Davies' TR didn't look ready to enter a 'concours'. It must also be said that, the TR8 disappointment and weather aside (it's wetsuits next time), the trip, the race and not least the company were thoroughly enjoyable.

City of Sails Area Report

Who'd be an Aucklander? Let's face it the last half of 2021 was bottom drawer. Lockdown, with a promise of nothing better for us but more woes then the releasing of the shackles mid-December allowed us to make the Annual Pre Christmas-Brekkie Run to Snells Beach. And it was an occasion that brought us more joy than we'd enjoyed since June/July.



Those sharp eyed amongst us may notice more than one Magenta TR6, along with a great bunch of TRs and exotics, seems we weren't alone in wanting out of Auckland.



The carparks both at Barrys Point Road and the Salty Dog, Snells Beach were a treat to see. TRs, MG's, Porsche, Morgan, Lotus, Mustang, Ferrari, VW, Stag. This time the TR6's only just outnumbered a collection of very fine Sidescreens! Some of us saw Malcolm Deveraux off at Wellsford then enjoyed a grand drive

down SH16 to Kaukapakapa where we went our separate ways, a great day!



As 2022 dawned our confidence was building, and so it was mid-January a gaggle of TRs joined with Stag and the Triumphs of the Auckland Triumph Car Club at the Stag Owners Fish n Chip Run to Kaiaua on the Firth of Thames.

We were feeling good, and then the bubble burst, first the Premier Classic Car Show at Ellerslie was postponed (no date set for it yet) then came the news we all feared may be just round the corner Waikato NW2022 was postponed until 2023!



I'm going to take a moment here to sing some praises for the NW2022 Organising Committee, who did everything possible to stage this event; it was all there, done and dusted, however the thought that our South Island membership were in jeopardy of being stuck on the Fish of Maui should the Government call lockdowns was too much I believe. Safety of All TR Register Members is very important in this Covid Era. Thank you Waikato Group, good call on your part.

Our Auckland Region was further penalised with the cancellation of the growing and extremely popular Brit & Euro Classic Car Show. On the back of these major setbacks our February get together at the Good Home drew just 9 or 10 members, a sorry time for us indeed.

Drive Your Triumph Day, the celebration globally of the birthday of Sir John Black, February 10th, offered a rare opportunity to get out n about and the ATCC took up the challenge. The Booths and we Martins joined in with 2 other TR6's (BRG of Gary Kirkland-Smith) and the TR7 of Richard Wooster, to make up the 21 Triumphs gathered at Cornwall Park.



The earliest a 1949 Roadster 2000, Heralds,

Spitfires, a GT6, Stags, 2000/2500 Saloons including an Estate, and the 5 TRs made for quite a line-up. Thanks for the invite Richard.

It's amazing what you find out at these cross-marque gatherings, Linda informed me she likes Spitfires, and within 18 days the Triumphs in our garage doubledNot only does she have a Mk IV Spitfire, it is a 1972 (same as THE TOE) and she has a hardtop!!!



Following postponement of the NW2022 Linda and I decided to spend that time offshore getting some sun in Rarotonga, however there was a small group of members from our region who decided to use their time visiting the sights of Cambridge, staying in their booked accommodation, eating out and looking through the local shops. This is their story –

Not The National Weekend Trip To Cambridge & Coromandel

“Murray & Stephanie Booth” - When the unenviable decision by the Waikato Group to postpone the 2022 NW was made, we Booths decided that we would use our prepaid accommodation in Cambridge and go and have some TR fun away from the unfolding spread of Omicron in Auckland. A few others (Stuarts, Stiebels) had the same idea as most of us had not been away since the last NW, some chose to come to Cambridge only, (McSherrys, Oxenbridges and Malcolm Deveraux). It was a leisurely drive down from Auckland on the Friday with the Stiebels, we picked up Malcolm on the Expressway just past Hampton Downs. We lunched at the Willow Glen Café in Gordonton and then onto Cambridge to The Hidden Lake Hotel, where we met McSherrys & Oxenbridges who had come down the day before.

“Bruce & Anne Stuart” - Our “mini” tour started eventually. I was washing the chariot (TR4A) pre departure and while doing some last minute tidying in the garden, Anne tripped and broke her wrist. But after a couple of hours at A & E she decided we were going away anyway, white plaster cast, sling and all. I offered to



take the modern but a True Trooper she declined! We set her up in the car with her arm on a pillow and pushed off early afternoon taking the fast route to Cambridge via the Waikato Expressway. Luckily the weather was fine so it was top down all the way. We arrived at the hotel in Cambridge and met up with the rest of the crew: Murray and Steph, Bill and Rose, Grant and Jacqui (all TR6's), Chris and Kay (Spitfire), Malcolm (TR3), for 5pm drinks and dinner.

"Steph" - That night we ate at the little local restaurant next door to the Hotel called the Koi Spice Craft & Whiskey Lounge. I will say here that the food was lovely and the Whiskey Lounge was very much enjoyed by those Scottish amongst us....say no more.

On Sunday the Waikato Group had planned a mystery run from Woodlands Historic Homestead, Gordonton to Lake Karapiro ending with a picnic lunch which we were all invited to join, we of course said yes. Kevin and Liz Thorburn met us in Cambridge and led the convoy of 8 TRs to the café, where we met up with the others and enjoyed coffee and cake before starting. At this point we said goodbye to Malcolm who was driving back to Northland. A big thanks to Cazna for a very enjoyable run thru some beautiful Waikato back roads and great easy to follow instructions.

"Bruce" - We had a wonderfully scenic run around the Cambridgeshire countryside courtesy of the Waikato group ending at the Mighty River reserve by the dam. There were a lot of cars parked under the well-established Plane trees and we spent a few hours enjoying a picnic lunch and the company of other members from the Waikato area.

"Steph" - We ventured back to the Koi for dinner and more whiskey, say no more on that but maybe the odd empty bottle? We all agreed Cambridge was a great destination, with some lovely shops to browse and some nice places to eat.... A fab place to have the NW 2023.

Monday itinerary was Cambridge to Thames via Te Aroha and Paeroa. McSherrys and Oxenbridges left us at Te Aroha to drive to Whangapoua where they were staying, which left Stuarts, Stiebels and Booths on our mini after tour.

Tuesday, after overnighthing in Thames Stiebels left for Whangamata, Stuarts and Booths headed up the coast to Coromandel for lunch..... that coast road never disappoints it is so picturesque particularly in a TR, roof down, sun shining and no traffic. After lunch we headed to Whangapoua to say hi to the McSherrys and Oxenbridges and then on to Whitianga. Booths did a quick side trip to Matarangi to visit a friend.



We met up with the Elsleys who live in Whitianga for dinner (its no good driving a jag when you've got a TR to be rebuilt Richard) along with Frank and Ann Cleary and the Stuarts a great night was had at the Marina Bay Good George Restaurant and Bar.

"Bruce" - Everywhere we went it was the same sad covid story: shops either open and no-one in them or shut. We spread our coffee and lunch business around as best we could but there must be a lot of business people around the country hurting badly.

"Steph" - Wednesday, Stuarts and Booths had a leisurely drive to Whangamata via Cooks, Hahei and Tairua to meet up with the Stiebels. Dinner that night was delicious fish and chips from Craigs Traditional Fish and Chip Shop including GF batter for Ann's fish (made her night). Craigs is owned by an Auckland Triumph Car Club member.

Thursday Whangamata to Waihi to view the Martha Mine and a leisurely 3.5km walk around the rim, then it was homeward bound, although us Booths came home did a quick swap of cars and drove back to our friend in Matarangi to isolate for a week while our son recovered from Omnicron.

"Bruce" - Last day was a run through to Waihi stopping to walk around the Martha mine then coffee. Once again the town was quiet and suffering. The walk was a bit of extra training for me as I was off to walk the Milford Track the next week.

"Steph" - Looking back we thoroughly enjoyed our jaunt, sharing it with great company along the way, much laughter and humour, the odd oil leak (thanks Bruce, impersonating Ian Ramage) fantastic weather, incredible scenery, lovely cafes, what more could we have asked for... oh yeah there were no breakdowns.....



Thank You Booths, Stuarts and Stiebels for sharing with us your story (photos courtesy of Booths unless stated) and while I have included it in the Auckland Group Report it was not a TR Register organised event.

Another quarter is upon us with a "sort of" relaxing of the stringent rules around Covid, and I'm hoping we can enjoy more outings. First up is changing of not only the Venue for the Pub Night but also the Night it is held. Watch out for that in the next report!

Remember "It's Never Far in a TR"

Steve Martin

Wellington Wafflings...

January 16th Wellington / Kapiti Run

Sunday January 16 saw 8 cars gather at Petone Beach for the Wellington group's summer run. The event attracted a good range of TR's, with two 3A's and two 7's, one Michelotti and a TR6 in between - all with tops down to make best use of the absolutely typical Wellington sunshine. Two other local Michelotti owners were not so fortunate. With their cars out of action due to fuel system woes, the owners were forced to accompany the run in their modern tin-topped cars.



One of the said Michelotti's hasn't been seen active at a club run for some time, leading one member to speculate unkindly whether in fact it still existed. Casting unwarranted aspersions on a club member in good standing - surely there must be something in the Club Rules about that?

From Petone Beach we struck out northwards along the motorway and off onto the Blue Mountain Road at the back of Upper Hutt. This rural backroad made a fine setting for the convoy of TR's, narrow, winding toward the latter parts and with a lot of elevation changes. Expansive views to the west where the beginning of the road has a more open character gave fine views of the hillsides covered in mature native bush. Rural back roads do tend to look even narrower when there is an outsized 4X4 barrelling down in the opposite direction. Not a problem for the TR's of course, being so slim in the hips when compared to modern motorcars.

With the time quickly approaching for our lunchtime booking, the convoy halted and re-directed mid-way in favour of a quicker route. After some skilful time-trialling we arrived at the venue, the appropriately-named Aston Norwood Gardens in Kaitoke, right on time. There we enjoyed some excellent meals and a convivial session. Following the meal and socialising we assembled outside again for the photo session, with the modern hangers-on discreetly parked amongst the other lesser breeds in the car park.

Most of us then took the opportunity for a post-prandial turn around the extensively planted and landscaped gardens and water features, before it was time to make our separate ways home.

Ian Govey

“Tech” bits and pieces

Dipsticks and Dipsticks

On changing the oil of a 6 cylinder TR recently, I removed the dipstick and happened to put it on the bench alongside a dipstick known to be from a TR6. By chance I noticed that there was a difference in length and the Maximum oil marks .

On measuring from the felt seal ferrule to the Max oil mark, I found one was 245mm and the other was 261mm.

Which one was the correct one for our TR motors??

I also checked two other Triumph 6 cylinder motors but that was no help as that gave me another one of each size.



I then checked the dipstick tube lengths and they were all the same so the difference wasn't there.

An email to a reputable supplier of TR parts in the UK asking about the difference in lengths yielded a reply that they only supply one dipstick for the TR5/6 at 164mm long? Another email querying the measurement met with the same reply??.

The plot thickened. Still curious about the difference in lengths I contacted the UK TR Register. At last problem solved with an in-depth explanation.

The TR6 dipstick is 245mm in length and the Triumph 2000/2500 is 261mm. The longer dipstick on the saloons is because the motors are slightly cantered and all 6 cylinder motors have the same length dipstick tube.

One conclusion is evident, there are dipsticks and dipsticks, and not all are in motors!

However it would pay all TR5 and TR6 owners to check your dipsticks just in case at some time you have a substitute in place. You may need to put an extra mark on it at the 245mm mark.

To be sure, next time you change your oil and filter it should take 5.1 litres of oil to reach the Maximum oil mark otherwise you will be approx 200/300 millilitres short, which could prove expensive.

A tip for Winter storage



If you are going to lay your car up at any time cut a couple of small blocks of polystyrene and place one under each wiper arm. Just enough for the blades to clear the glass. The rubbers don't end up laying the one way only next time you use the car in the rain.

If you have your car parked in a garage for any length of time leave the doors on the first latch. The draught rubbers will retain their form a lot longer.

Ken Pfeffer

The Registrar Reports...

At 12/21:

TR2 comm. no. TS4542, rego RTR, for sale Beaded Wheels, POA; pix on file;

TR3 comm. no. TS21879, rego. BBTR3 ex Basil Brimelow now with Nigel Hayman, Pix etc. on file;

Apparently many years ago this car was raced and had fitted a front fibreglass front end of both guards and the bonnet in one piece that hinged forward like an E type jaguar does. Basil Brimloe the next owner replaced all the body panel, had it reupholstered and painted and with a new hood and tonneau cover its in immaculate condition.

We had our TR breakfast today with 62 attendees so was very successful, and I took the opportunity to take a few photos beside Brian Cannons car which is virtually identical

TR3A comm. no. TS30437-O, engine TD30974E?, rego KC4760, green, with new member Neil Manchester of Washdyke; no pix;

TR4A comm. no. CT56717 Eng. No. CT56850E, red; with new members Hugh and Jose Douglas Christchurch. Car new to Register, first regoed in Chch 2013, ex Ashley Southgate to Barry Walker 2004, full resto. and converted to RHD.

TR6 comm. no. CC30587-LO, body no. CC30588, engine CP77342HE; rego AME783; red with black upholstery, ex Rocky Fiske, now with Mark Wilburn, Wanganui. This note is to confirm the above numbers as original to this car and verified by the TR Register UK and Ken Pfeffer.

At 1/22:

Spotted at Vintage Rally New Plymouth:

TR3A rego. 61TR3A; TR6 rego. TEEAH6; TR4A rego. MM9862: yellow TR2 hardtop rego. TR????;

Spotted on Facebook at Vintage Rally in 2020: TR4 rego. HEW887;

TR6 comm. CR5426, engine CR3331HE,; rego. LMP296, red; spotted at Kaiaua Stag run; owner is member Bill McSherry. imported ex UK, UK plate was CDM796M. Not previously on Register, see 2/2018;

At 2/22:

TR7 rego. TR77T7; TradeMe bid up to \$7,500, reserve met.;

TR6 comm. no. CP77642-O, rego.. YZ6310, TradeMe asking \$40,000, sold to Waimate; pix on file,

Very original rust free and unmolested example of this model. Very low and long term ownership history. Last owner who had owned this since 1981 had let the rego lapse and had it re registered in 2000. Last wof 2012. I bought it a year ago. Everything works as it should. 4 Speed with O/D. OD solenoid needs replacing but OD works fine. Very straight and rust-free body. Dent in door from broken checkstrap at some stage. Soft top, Tonneau, and Hardtop come with the car. The soft top was on the car when I got it and it fits well. This would be one of the few original unrestored TR6s around that is sound and very roadworthy. All matching numbers.

TR5 comm.no. CP674, rego. LE1968; white; on TradeMe asking \$72,500, later repriced to \$58,500. Pix on file. Stored at Ferrymead Museum Christchurch for some years.

This UK Triumph TR5 came to NZ in 1974. It is chassis number CP674 which means it was built in early 1968. The car now wears its original colour "new White" code 19 and Trim colour 11

(Black). It was not fitted with overdrive from factory (it was a £60 option) This car has been rebuilt on and off over the last 24 years including the chassis and body Tub. Many new parts have been fitted during the rebuild including new suspension, brakes, exhaust, tires, and all hydraulics. Inside new door cards, tunnel cover, carpets, chrome trims and underlay have been fitted. The Tub benefited from new floors, Sills and new doors skins. All professionally fitted. The car has been sympathetically restored to a very good standard most parts have been refurbished or replaced. This car has a later model 2500CC 6 cylinder engine fitted but the factory original CP Engine is included (the cylinder head needs rebuilding and bores honing) and all the spare parts I have are included. Bad bits, the driver's seat needs re-upholstering, two dash knee pads are not great but look presentable. The black hood is in great condition, one tiny tear 15mm long (repaired). Viewing is essential, it's fairly priced for a restored TR5 120,911 Miles not KM It's not a perfect concours car but it's a very good , presentable and usable car.

TR2 comm.no. TS3395-O, rego. 1954TR; on TradeMe asking \$60,000; pix on file sold to Russell Locke, Warkworth.

The most collectable of the early TR's, long door, wires and overdrive. First registered in Invercargill with extensive written history, complete restoration in 2020, after a typically hard but interesting life and only 5000 miles since. Not concours but in very good running condition with no expense spared to keep it as such. Parts and support readily available through the TR Register of NZ. An exciting driveable classic

TR4 comm. no. CT32792, rego GH1275; Trade Me asking \$44,000, top bid \$28,000. Withdrawn from sale. Pix on file.
Triumph TR4, good condition and drives really well. There is a large history file with the car. It had a body off rebuild a few years back. The car comes with a few spares.

At 3/22:

TR6 comm. no. CP75428-O rego TR615O (Owe not zero) on TradeMe for \$45,000.

This car is the CP version that was built for the English market and the last of the 150 hp petrol injection models before the engine power was de-rated. Equipped with overdrive on 2nd, 3rd and 4th gears, includes hard top (not fitted), tonneau cover, top cover and soft top is black mohair, luggage rack and personal registration plate TR615O This car was imported into NZ in March 1973 (all owners and mileage available) present mileage reading is 66176. I have owned this car since May 2003, over those years a considerable amount of work has been carried out and no expenses has been spared when rebuild work has been carried out. A number of changes / modifications have been made over my time eg heavy duty rear wheel hubs, rear telescopic shocks, electric cooling fan, fuel pump cooling coil, MX5 seats, overdrive switch fitted to gear lever, wind deflector, head light upgrade, extra interior lights, USB and 12v cabin plugs. The original parts have been kept if required to be refitted. In the last 24mths a new camshaft was fitted and ground to a Kelford Cams grind (same as when I purchased the car), new exhaust valves, valve guides, uprated fast road valve springs and Vernier timing chain gear were also fitted at this time. This is not a course winning car but very tidy and rust free (as far as I am aware) and a very drivable TR6. Dave Tong.

TR7 rego. TR777 on TradeMe, reserve not met at \$5,000;

The car has been fitted with a mk 3 fibre glass body kit which makes it look much nicer than the standard production body. I originally had a rusty tr7 that i had overhauled the motor so this motor was fitted to this car. It runs and drives nicely. I have just finished converting a 1980 convertible TR7 to a TR8, also have a Stag so one too many classic cars at the moment.

TR7DH Spider rego MW2613, now back with Vishu Singh, who previously owned it in 1988 or thereabouts

Kevin

Spare a Thought

We have received a pile of new spares from an ex-member, quite a few of which we would not ordinarily carry. I have created a separate “Recently Added” listing for these on the website so you can take a quick look.

LED lighting.

Over the past couple of years, substitute LED bulbs have become more readily available for classic cars. LED's draw less current, shine brighter and last longer than standard bulbs. The best place to start is with stop/tail lights and those of you who have made the change know the significant difference that LED's make to being seen.

Side lights and headlights are also relatively straight forward to change; indicators also require a change to the flasher unit.

Sorting thru bulb types, part numbers and equivalents is a bit of a quagmire, but I hope the list below helps your journey. We do not plan to carry these ourselves, but Moss and Hamilton specialists LEDstuff <https://ledstuff.co.nz/> carry stock. You could also try BetterCarLighting in the UK <https://www.bettercarlighting.co.uk/> where there is a lot of useful (almost too much) information too.

There are some concerns about the LED headlight conversions passing WoF. I have had the Moss dip-able LED headlight in my TR6 for 4 years and they have sailed thru every WoF. Sufficient to say that as long as they are adjusted to dip correctly there should be no issue and wow, you can see where you are going!

That's all for now.....

Happy fettling.

Ian.

TRansactions



1955 Triumph TR2 - Red

This car is in first class condition.
No rust, wires and overdrive.
Owned for about 30 years.
Price POA

Ph 03 2178733

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

WANTED

TR6

I am looking to buy a TR6
If you can help please contact

Richard Whitney
021 488 5174
richard.whitney
@mercyhospital.org.nz

TR6 chassis

A complete chassis or even one
that could be used as a donor
so I can repair one with excess
corrosion.

Contact

Bob Taylor
021357298

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

Bay of Plenty team.



Wellington TR fleet



Hawke's Bay team at Kairakau Beach



Winning form in winter!

The Triumph TR-3 takes to snow like a ski instructor on his day off. Witness: "first in class" with singular regularity in the treacherous Alpine and other snow-clad European and American rallies.

The surefootedness shown above under unusual conditions means simply that the TR-3 puts more safe fun in your winter driving—on back road or boulevard.

Winning performance is neatly combined in a Triumph

TR-3 with solid comfort. Sliding side panels and weather-tight top lock out the cold—keep you fireside snug.

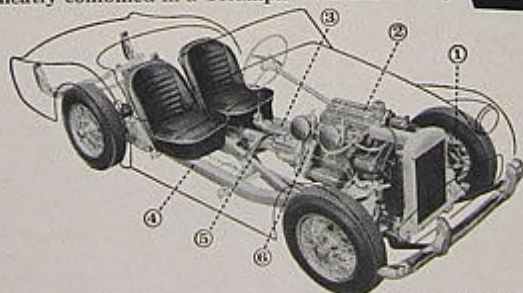
The savings are warming, too. The TR-3 delivers up to 35 mpg...costs \$500 less than any comparable sports car.

No wonder it is America's best sports car value.

So why wait till the weather turns better? Turn in at your Triumph dealer's today.

TRIUMPH

TR-3
ONLY \$2675*



6 reasons why the TR-3 is your best 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, hard top, rear seat, wire wheels, white walls and others (ask your dealer).
- SERVICE:** Dealers in every state—over 700 of them in all.



*At U.S. Ports of Entry, plus state and/or local taxes—slightly higher West Coast. Standard-Triumph Motor Company, Inc., Dept. B-29, 1745 Broadway, New York 19