

TRAnsmiSSion



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Transmission

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FRONT COVER OUTER
Some people think a Red TR is a substitute for a Ferrari. We know that a Ferrari is a substitute for a Red TR!

FRONT COVER INNER
A sign of the times!

BACK COVER INNER

Akaroa

BACK COVER OUTER

Nelson

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

Half way through the year already.

How time flies when there are no lock-downs and we can get out and do stuff!!

On a personal note - a house sale/purchase/move took up a fair bit of time, and I'm still trying to fit a 4-car garages' worth of "essentials" in to a 2-car garage! The TR hasn't quite made it to its new home yet having been in storage for the past 3 months (thank you Mike Tubbs), so no adventures have been had.

Others have taken advantage of the mild weather and I am aware of many runs enjoyed, which I'm sure will be reported in this edition of TRansmission.

I am pleased to report the formation of a new regional Group. Brian Cannons of Whangarei has formed the Northland Group, and his first report is enclosed. There had been discussion over some time about forming such a Group given the geographic distance from Auckland. Thank you Brian for getting the group going. I am sure there will be some friendly arm-wresting between the two Group Leaders to decide where Auckland ends and Northland begins.

The shortest day has passed, so Summer must be on its way...in the meantime...

Keep well and safe TRavels

Ian H. President

EDITORIAL TEAM

TALK

A new era dawns. Well, perhaps a little dramatic - just a new editor.

Hi everyone. For those that don't know me, Dave North, based in Nelson. A long time TR3A owner (my Dad bought it in 1965 and I shipped it here in 2007), I'm a semi-retired airline pilot. A recent health issue (now sorted) means no commercial flying for the next 6 months so the least I could do with my spare time was get involved in helping the club. Editing TRansmission is (hopefully) within my capabilities, so welcome to the (hopefully - that word again!) error free latest version of Transmission.

Thanks so much to Stephen Higgs for his sterling effort editing the last 50 editions of the magazine. For many members, particularly over the winter period, the magazine plays an important part in keeping us in touch with each other and current events, helping to maintain enthusiasm for our classic cars. Not one to rest on his laurels Stephen has taken on the role of Vice President - so thanks in advance Stephen for your future efforts.

Thanks also to Trevor and Jane Payton, and Brian Hope from the Deep South group who have agreed to continue helping with the production of the magazine (proof reading, production, distribution etc). They too have served for a long period, so I may investigate getting those tasks carried out locally (any volunteers from the Top O'The South Group?) but at this stage their expertise is greatly appreciated by me.

I hope this magazine is largely what you have come to expect after previous editions. If you think the split in US politics is significant, try the split between Microsoft and Apple. Stephen used Microsoft Publisher, I am an Apple man and Publisher doesn't work on Macs. I've tried to keep the layout, fonts etc similar but I don't think I've been able to reproduce it exactly as Stephen did. Put it down to artistic licence. I trust you enjoy the magazine anyway, feel free to contact me directly with any comments or suggestions to improve the magazine.

DAVE



Contact at: editor@trregister.co.nz

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.

Fergus Tate	Wellington	1972 TR6
Paul Ansell	Auckland	1980 TR7
Sarah Bradley	Auckland	1962 TR4
Michael Myskow	Richmond	1954 TR2



Greetings from the National Planning Committee

Our team has been working in a noisy, awfully hard fashion and have rebooked the buses, the food, the venues, drink and the music, you could say we are ready to go! Well, nearly ready to go, there are still a few things to go but we require full registration numbers before we can react.

In the last magazine we asked if you were still keen to come along, and if so, strongly recommended you book your accommodation early due to the full sporting calendar Cambridge is offering that same weekend.

If you are travelling to the Waikato from a great distance, and have concerns about your car, we suggest you leave now and make a real adventure of it. Your exploits can be shared over the course of the weekend.

If you do not want to leave now then perhaps start considering your costume for the Saturday Awards night or even better than all the above, fill in your registration form and start the process. Next, put a big RED circle around the dates 16th – 19th February 2023 and remember, the after tour.

Some very enthusiastic and wonderful people have already registered their interest in the after tour with Merv, with some taking it further by booking all their accommodation.

Do not be fooled by the logo, there will be the addition of 2022/23 to follow so we are not quite like the Olympic games, although we are both celebrating sport.

If you have any queries or concerns or would like costume suggestions, contact anyone of our team, me as the first option: trnationals22@gmail.com

Best regards, *Diane and the TR National Team 2022/23*

(I would have put Peter however he has disappeared; I think he's gone out to the garage to find the Triumph, it was last seen a couple of months ago!)



Greetings to all who wish to join the **After Tour 2023**

After a false start last year, we are now planning the National Weekend After tour.

We look forward to guiding you around some of the most scenic and hidden roads of the Waikato and Coromandel, through to Taupo.

The itinerary

Sunday February 19th after lunch we travel to Raglan.

Accommodation option

Sunset motel bookings on hold, go to book@raglansunsetmotel.co.nz

Monday February 20th enjoy the back road through old coal mining towns to Hampton Down Motor sport park for lunch, then on to Thames for the night.

Accommodation options

Coastal Motor Lodge phone 07 8686843 or Avalon Motel 078687755
Plus, there are others.

Tuesday February 21st You start to explore the beautiful Coromandel Region.

We will supply you with a booklet complete with maps and for the next two days you choose what and when you wish to visit. Travel with a friend or form a mini group.

Our stay will be in Whitianga.

Accommodation options

Anchorage Motel phone 078665481,

Albert Number 6 Motel 07 8660036,

Beachside Motel 07 8671356

Wednesday February 22nd Again explore the delights of the area moving on to Whangamata for the night.

Accommodation options

Blake Court Motel phone 07 8657958,
Palm Pacific Motel 07 8659211.

Thursday February 23rd, we move on to Waihi then to Paeroa before heading south to Taupo, taking some lesser roads stopping at Tirau for lunch, Our final night.

Accommodation

Acapulco motel 073787174

If you are thinking about joining us on this tour, we suggest that you book your accommodation **very soon**.

When you have booked can you please send an email to Merv Thorburn email thorburn44fam@xtra.co.nz letting him know you plan to join us.

It is too early to arrange extra activities at this stage so if Merv has your contact, he can keep you informed.



TOP OF THE NORTH Tales



A TR2, 2 TR3's and a TR8 at Waipu Cove

Hi all from the newly formed Northland Group. After a numbers of years of deliberation we have finally set up a TR group for the North.

In May a run was organised with the destination being the Waipu Cove Cafe. In attendance was Nigel and Gloria Hayman and Warrick and Catherine Orr from Warkworth who travelled north. Joining them was Raewyn and myself, Warren Thomas and Jill Dahl, Malcolm and Jan Deveroux and Des and Angela Hutchings. Des is currently rebuilding a TR4 which he owned about 40 years ago. Tony and Liz Philip could not join us as they were on a short holiday.

Over lunch the conversation turned to formation of a group to best meet our needs and so here we are. There is some distance for members in the north (especially Far North) and our hope is that we will be able to organise runs that will suit members both North and South of Whangarei. Keep an eye on the website for our trips if you are up this way.

A number of us also belong to other local car clubs so some of our reports may include runs we have been on. I am sure people won't mind hearing about these also.

Tony and Liz Philip report that their TR3A is now back on the road after a lengthy motor rebuild with similar frustrations as told by Bill Rogers.



Enjoying lunch and great conversation

Nigel and Gloria's new purchase of a TR3 is going well. Some Waikato members will have seen it when they visited the area in March.

Malcolm's TR2 had developed a misfire under load but now seems to be fixed.

Des Hutching's TR4 is progressing well and is waiting on a wiring loom and then the good part of putting it all back together. May even get it to the Nationals next year – no pressure Des.

Our car is going well at present. I have recently had a new muffler fitted. The old one was rather noisy and it turned out it had no guts left in it. Much quieter now and I can almost hear my passenger.

Focus is now turning to the TR6 with panelbeating starting shortly. It will be good to get all the parts out of the garage and back on the car.

Brian and Raewyn Cannons

Waikato Wanderings



A few changes here in the Waikato and I now find myself writing on this cold and sunny morning my first contribution for Transmission.

Firstly, a thank you to Peter Parker for keeping us enthused, amused and kept in line for the past 13 years as our leader. Peter is still the Chief Organiser for the National Weekend 2022/2023. Please continue to correspond with him regarding anything to do with the National Weekend.

We meet once a month for dinners and it seems we are gravitating away from restaurant dinner / meetings to our more informal potluck dinner / meetings. What started off as a Covid precaution has now become the preferred format. Fortunately we also have a team of good cooks !!

The postponement of the National weekend was a bit of an anti-climax and its effects still linger on.

However our resilient members came up with activities that have lifted morale. We have had a good run in May, reported elsewhere in this issue. We invited the Waikato members of the Auckland Triumph Car Club to this and several of their members came along on this run. We hope to see more of these Triumph enthusiasts. As they say 'the more, the merrier'.

June, with its two long weekends proved a bit tricky for runs so we have pushed our June run to early July. This is going to be a 2 day run. Will let you all know how we get on in the next issue.



It seems that other Triumph models are well represented in public displays around here, so one of our goals is to raise the TR profile in the Waikato and to encourage new blood to our membership.

As a start, some members attended the car show at the Hamilton Car Museum in June. This is hosted once a month by the Hamilton Vintage & Classic Car Club . We are hoping to see more TRs there on a regular basis . We also hope to see Auckland and BOP members of the register on our runs . We will keep you all informed of our activities via the TR website once I figure out how to post events on it.

Happy motoring

Vishu Singh

Autumn Colours Run Through the Waikato Countryside

It was expected to be a mixed bag weather-wise on Sunday 1st of May, with partly cloudy skies and a few showers. However we were all pleasantly surprised with a beautiful crisp sunny morning and the weather stayed like that for the rest of the day. Great weather for a car run!

We all assembled at our usual gathering place in Cambridge outside the Town Square. We had a great line up of cars comprising of 2 TR 4s, a TR4A, a TR6, a TR7V8 and 3 TR7/TR8 convertibles, a Stag and a Herald. Also accompanying us was a Ford Capri and a Morgan. All those that could put their roofs down did so. It was great to have some Auckland Triumph car club members join us on the day with their cars. We got away from the Town Square a 'little bit late' as one of our members was trying to negotiate to buy the blue Stag for his wife's birthday. (He did succeed and the Stag now lives in Morrinsville)

We headed off in a north- east direction going through some well-travelled roads that lead out of Cambridge. Once we got out of the Cambridge area we headed east. Barry and Sue Tervit had prepared very well written instructions that were easy to follow. The route took us through rolling hills, blind brows and tight corners, ones that required you to change gears and directions at the same time. Great driving roads!!!





We had great views of the Kaimai Ranges as we twisted and climbed and crested our way towards Matamata. The views were breathtaking with the sun shining on the ranges on a clear Waikato day.



Matamata was our lunch stop. Then after lunch and a natter (mostly about our cars of course) we headed back to Cambridge through another series of twisty roads. There were some awesome autumn colours in the open country side along the way. TR's can be infamous for breaking down on a trip and this trip



wasn't anything unusual. Vishu is well known for not bringing a TR on a run as his TRs are often broken down or in pieces. Well he decided to bring his red TR7V8 along for a change. It was travelling along beautifully, sticking to the roads while going around the cambered corners, the V8 sounding lovely when he put his lead foot down, until his fuel pump wire fell off!! But it was an easy fix and he was soon on his way

again. I think he planned that breakdown so he would have to go faster in trying to catch up to the rest.

Cheers from the Waikato, Cara

Big thank you to Barry and Sue for organising our run. It was a great day!



THE TOP O' THE SOUTH REPORT



Greetings all. We trust you've been enjoying some Triumph travels before the onslaught of winter's passage. We in the Top O' The South have not been quite so fortunate. My TR3a remains laid up, Dave North's TR3a has gone out in sympathy, and Leon and Varley

Broadbridge's TR4 caught Covid 19... (Car- Owner-Virus I think they called it). Yep, true! Here's Varley's account below;

LEON AND VARLEY'S TR4.

"Well what other Triumph owners can claim their car has COVID.

Ours is in lockdown can't get out, can't go in."

We moved into a retirement village 6 weeks ago and it only has a single garage so we had to purchase a park in the basement under the hospital wing for the toy... oops I mean the "Triumph".

All had been going well but on Monday several patients in the hospital wing have COVID so it was locked down with no one in the building and no one out. Leon went to go up to Vintage Car Club for his usual morning tea on a Wednesday and couldn't get his car, he had to resort to taking the Kuga.

I'm sure if he rang the office he would be escorted to get it out and put it back but it wasn't really a priority.

Take care everyone, and keep motoring if you can".

Varley and Leon.

DAVE'S TR3a.

I was disappointed to hear of Dave's TR3a troubles. We debated whether or not to let on, lest our models of choice start giving the TR3a a bad rap. But we decided to come clean. Here's an account from Dave North of his TR3a's fall from grace;

"Recent health issues (now largely sorted) have precluded me from flying commercially for the next six months, and with time on my hands I decided to get the TR tuned on a rolling road near Nelson in Aniseed Valley. A few minor tweaks (the engine has been worked on in the past) and we were getting 100bhp at the wheels - very satisfactory. One last run to see if the performance curve flattened off as the revs increased resulted in an expensive sounding "clonk" from the engine which turned out to be a broken crankshaft. Inspection showed it had been cracked for a while but treating the red line on the rev counter as a suggestion rather than a limit was the final straw. Fortunately, there was no other damage however we discovered the cam followers and camshaft were badly worn. I'm in the process of investigating why this is - possibly wrong oil?

Luckily when I shipped the car over some 20 years ago I brought a handful of spares, even more luckily the handful of spares included a serviceable crankshaft (a new one is around \$5000) and a spare camshaft. They are currently in Christchurch being balanced and reground respectively. Hopefully I'll get them back in the next week or so and the car should be on the road by the end of the month (however after Bill's saga I'm not counting my chickens!).

To be fair, it is over 20 years since the engine had any major work done on it. I've used it regularly but mostly only for short trips - perhaps this is why the camshaft has worn so badly. Whilst the engine is in pieces I have considered looking for more power. One option I investigated was fitting a supercharger - advice is that it is a good way to increase horsepower without having to rev it higher. Moss Motors used to sell a complete kit but stopped making them for TR's about 10 years ago. Period superchargers (e.g. Judson) are hard to find, and unless you can find a complete kit there is a fair bit of work to do replacing carbs, fitting pulleys, mounting brackets etc. The other thing that put me off was advice that even though the engine isn't additionally stressed, the increased horsepower does put more stress on the driveshaft, brakes, suspension etc. So, I'll stick with the road / race rally tuned engine I've got, and this time respect the rev limit.

That's about it for now - hopefully next report will see the car back on the road. I'm writing this during the week or so of wild weather so I wouldn't be using the car anyway."

Dave.

BILL'S TR3a

My tale of woe continues – more or less. I now have the car home, and after a 16 month absence it's reassuring to have it back. The blowing of rear main seals is but now a memory, a 5th new seal, and reducing the oil pressure from in excess of 150 lbs p.s.i. to 70 lbs did the trick. But surprisingly there are other issues now to be resolved. With a huge amount of frustration and disappointment, motoring must wait.

Rather than regale the Top O' The South report with a detailed account of my latest battles, I've chosen to recount them in a stand-alone article. The expose' appears elsewhere in this issue.

SO WHO'S BEEN OUT AND ABOUT IN THE TOP O' THE SOUTH? Leon's been out and about!

We're pleased to report that the Broadbridge TR4 shook off its dice with Covid and returned to good health. I have the evidence. Someone snapped a shot of Leon's Triumph, raising the standard of classic cars on display during Omaka aerodrome's free-fly day. Spectators checked out the classic cars, and classic car owners checked out the aircraft. And from all accounts Leon spent a thoroughly enjoyable time, catching up with acquaintances, and talking Triumphs with admirers of his TR4.



And Jon & Cheryl have been out and about!

And here's some words from Jon, a reminder of why we enjoy the Top O' The South;



"As we all know Nelson is blessed with endless sunshine although of late this has been of the liquid variety which has been a bit of a damp squib when it comes to top down Triumph motoring. However, on a recent outing to Kaiteriteri for lunch at the Beachfront restaurant Nelson put on one of those magical autumn days that just demands an extended run through back roads on the return journey home. Leaving the main highway at Riwaka we headed down the South Bank of the Motueka River - a stunning drive with river views, autumn colours and lots of twists and turns. Once back onto the Motueka Valley road we came across a sea of yellow carpeting the floor of the hop gardens near Tapawera and felt compelled to stop and take a photo. Another memorable day out in the TR."



Thanks to Varley and Leon, Jon and Cheryl for getting out and about in their Triumphs. Lets hope the next quarter will have our group back to full strength.

Cheers from the Top O' The South.

Bill.

Hawkes Bay Happenings. .

We have now progressed into winter and are past the longest night as you read this. I write this in mid-June and while the rest of the country is having snow, gales and heavy rain Hawke's Bay is treated with mild days (18 – 19 degrees) and mostly blue skies although quite strong westerly winds. Great weather for TRing.



Since our last report we have had a couple of outings. Our first was on Wednesday 4th of May where a group of 12 TR fans met at the Peak House café for a very pleasant lunch, the road up to the Peak is very conducive for a TR. A number of our group were away in various parts of NZ beating the hordes before our borders open. A lovely sunny day with views from the Café across the Heretaunga Plains. Lots of catch-up chat and then it was time to head home before it cooled with the sun sinking behind the ranges.

Our next outing on Thursday 9th June again a lunch, this time at Hatuma Café just outside Waipukurau in Southern Hawke's Bay. We met at the roadside just south of Hastings, 6 TRs, an Austin Cooper and one of those Japanese things. A drive in the traffic south to Waipawa where we had arranged to stop at the Central Hawke's Bay Museum which has a great collection of early settler's memorabilia and a collection of shops that were set up as they would have been in the 1860s when Waipawa was one of the first inland towns to be established in New Zealand. Many of the family names are still evident in this area today. We have passed this Museum many times during the 30 odd years we have lived in Napier but never stopped to have a look – these places are well worth taking the time to visit.



On to Hatuma Café for a lunch, another place we haven't been but we have noticed over the last few years the car park is always rather full so we thought we would find out why.

Lovely fresh food excellent service and a bonus of being very reasonably priced, worth a stop if you are passing by. I think our table of 14 was the noisiest as everyone caught up with group's happenings. Time to head home as the weather was looking a bit doubtful over the ranges. Unfortunately as we left Waipukurau a certain TR5 started misbehaving emitting black exhaust smoke and backfiring. Three of us stopped to render support but it was decided there was a problem with the metering unit which wasn't a roadside fix. A tow to Waipawa and then a ride on the AA truck to Napier. Just as we continued on our way there were a few spots of rain which quickly turned into a deluge. As we could see clear skies ahead of us we decided to continue on for home without putting the hood on the TR2. We weren't getting very wet except when slowed down by large trucks or roadworks. We finally got home and the rain stopped, obviously we had travelled all the way in the rain cloud that was moving north as we did. So home into the nice dry garage where out came the seats and carpets to dry out. A couple of days and it is all back together ready for the next run. Oh the joys of loving TRs and sharing time with like-minded folk.

And the TR5 problem was not a major – low fuel pump pressure cured with a service by Paul Stichbury and Colin Grant.

Keep warm over winter and get your TRs ready for spring, but don't forget to give them a run every few weeks – they don't like sitting around and the fuel goes off quickly causing hard starting.

Happy TRing, Graeme & Joy



Deep South Group

Hi to you all from the sunny and dry Deep South. We have been telling the rest of NZ for a long time that this is the place to live. Now, after all the bad weather so many of you have been having we are feeling a bit smug. Although, after the last week with all the snow in Central Otago, perhaps we shouldn't crow too much.

Things have been a bit quiet down this end of the country. We have had only one run over the last month or so, an Easter Day Out, organised by Pete and Lauren (See Gail's report) It has been a strange few months, let's hope it won't be long before we can get back to something like normal.

Our Easter Day Out:

On an overcast Easter Sunday morning 7 cars left Dunedin, making their way north. Mark, the "ideas" man, left the organising to Peter and Lauren who suggested heading around the coast road to Karitane and onto Moeraki for lunch at the Tavern. Being a holiday weekend, Moeraki was booming and car parking hard to come by. It was a lovely surprise when Lindsay and Liz from Alexandra joined us from their holiday spot close by in Hampden. After we all enjoyed a delicious lunch, it was time to bundle up in coats, scarves and hats and make our way a short distance down the road to Palmerston for a coffee stop. Peter suggested driving home via the old Mt Cargill Road where our first view of Dunedin was in the brilliant sunshine that we hadn't seen until then. Thanks all for a lovely day out.
Gail.

It's great to see we have a new Editor for the magazine. After all these years it seems strange not to be involved with Stephen and Brian putting the magazine together. Over the years being involved with the Transmission [thirteen and a half years] Jane and I feel we have got to know a lot of TR people through the magazine and we know Dave and his team up there at the Top of the South will enjoy, just as much as we have, bringing the news and views of the TR family to the rest of NZ and overseas.

The way of the future??

I had the good luck to manage a trip to Te Anau last week end and while there was advised that the town was expecting an influx of Australian Muscle cars. (the town sure needed an influx of any type of car, it was dead!). We saw a few cars driving around the town but on the road out of town on the way home in the afternoon we saw a great selection of Fords, Holdens, Valiants and also the odd American car. Most of the cars had five to six people (three in the front and three in the back) mostly younger folk, living and enjoying their cars and the fellowship they brought. There must have been sixty or seventy cars all driving at a sensible speed and having a great time. I must admit, there were quite a few police cars in the vicinity which probably helped keep things under control! Shades of our early days when we were a bit younger and our cars weren't perceived to be so valuable and precious!

Seeing them all, certainly made me think, how do we get back to this sort of motoring? Is it time we changed our thinking of being a one make group and pooled our membership with other like minded motoring enthusiasts with different makes of vehicles or are we happy to just sit back and go the way of the dinosaur? Food for thought?

That's it from the Deep South. Enjoy your winter motoring,

Trevor and Jane

Bay of Plenty Travellers



After a frustrating start to the year, we cracked a beautiful day early in April for our autumn run. Starting off with meeting for a coffee at the Nourish cafe in TePuna, giving time for a good chat and catch –up, after which about ten cars headed north to Katikati.

Our first destination was a visit to Henry's Rod shop in Katikati. Henry's is not purely a Rod Shop, they build, restore, repair , modify and tune,a range of muscle cars, vintage and classic as well. The premises are quite large with dedicated areas for the various stages of work, all areas being tidy and clean.



Amongst the restoration cars was a 1935 Brough Superior car [see photo], a very rare beast indeed, the work on it so far was excellent,a good example of 'pride of workmanship'. Certification,as and when required, is carried out on the premises during and on completion. It was an interesting, educational visit, where we were made very welcome. and it was enjoyed by all.

Back out in the sunshine, hoods down where applicable, we headed north again to the Flat White Cafe at Waihi Beach for lunch. Being a hot sunny day the place was packed, but we secured tables on the covered deck and had a good lunch, completing a very successful and enjoyable run. May's pub night was well attended, and the June outing planned. We will meet for breakfast at TePuna, then join the Bay of Plenty VCC for the Jazz Festival Parade down to the water front where we display the cars for public viewing in the reserved Strand car park. – We will need a good day for that! Keep the TR wheels turning, **MICHAEL**



Canterbury Tales...



Well after 8 years of tinkering!, **TR**udi our beloved 67 TR4A IRS is finally on the road, she scrubbed up quite well didn't she!, well we think so, it's been a "trying" journey to say the least, but all well worth it in the end, I'll get round to writing a full "Essay" of what we did one of these days, look forward to showing her off at the Nationals next year.

On other business, we organised some **TR**ifick runs this time round and as usual they were all well supported.

What we did in March

March Monthly Meal at The Good Home, Ferrymead



As usual healthy bunch of **TR**oupers turned up at the Good Home, they put us in a special room on our own, (we're sure they said special needs!) we might be wrong but anyway great company, good food and booze, Mike can particularly recommend the ribs, so yummy - and messy!

March Monthly Run - "Hallo Steak Pie' Run to Fairlie



12 brave and hungry **TR** - oupers (7 cars) turned up at the Fat Beagle cafe in Darfield and after a healthy, (well sort of) breakfast we headed off, roofs down, smiles up, we cruised on the inland scenic route to Fairlie, stopping at the Stavelly Store, sitting outside in the glorious sunshine, with some of us even having a second breakfast! What a superb drive to Fairlie - and the usual queue outside the cafe for the best pies ever made, probably! We all then wandered off to the picnic table at the local domain and sat in the sun scoffing our pies and picnics, followed by equally enjoyable drive through Pleasant Point, with some of us even having 'time' for a cuppa at the Time Cafe Tinwald. All in all a most excellent day.



What we did in April!

Monthly Run - 'Fush & Chup' Run to Akaroa

Well a sturdy bunch of drooling **TR** - oupers turned up eager and hungry for our run to Akaroa, some of us had not eaten since the night before, so were virtually starving, we headed for the hills some of us stopping at Little River for coffee and aperitif's, in readiness for the main meal, picking up our Fush & Chups we headed for the grassy area by the pier and prepared to devour the lot which we all did, thanks for all that made the effort. Grand Day out.



What we did in May

Monthly Meal-Wednesday 18th May, 'Golden Panda'

14 TR-oupers turned up at the Golden Panda last month, a little bit down on normal numbers, but I guess it's a sign of the times what with Covid and fuel prices! Still, a big thank you to all that turned up, it does make Carole and my efforts all worthwhile and with a table full of empty plates at the end, it was proof enough that the grub was good.

Carole and Mike's, 'Last of the Summer Wine' Extravaganza Long Weekend (27-29 May)

Well the arranged meeting point, The Brick Meal café, turned out to be a no go due to gas cylinder problems, so with a bit of phoning around and thanks to the early arrival of Chris Miller, we managed to contact the gang to meet at the Old School Collective Cafe just down the road. Well what a trip this turned out to be, 758 kms of 'hood down' motoring! Hanmer Springs, and over the Lewis to Punakaiki, then back over Arthurs Pass. The sun shone all the way and must admit it was a bit chilly in the mornings but hey ho nothing that eight seasoned **TR**-oupers couldn't handle. Our **TR**usty **TR**udy enjoyed **TR**avelling with the **TR**oupers on her first **TR**uly **TR**iumphant **TR**ip **TR**eating us both **TR**irifically, such **TR**emendous work from the **TR**umpet! (thank you Chris Miller for some of the words). She behaved impeccably never missed a beat and ran like clockwork.

Thanks to Malcolm & Yvonne, Rob & Sally and Dave & Belinda for making the effort, and Chris Miller for waving us off.



City of Sails Area Report

Auckland Group Report – April – June 2022

Greetings to the faithful, the keepers of the marque, from what used to be the most Northern of the NZ Register Groups. I say that because there has been for some time talk from the North of the need to have a more localised Group, after all it is 2 ½ hours from Whangarei and 3 ½ hours from Kerikeri to Auckland should any of the Far North members want to join in on any events happening down here. I for one think it a Great Idea, and should the talk have substance then that's Awesome.

As reported in our last Transmission we the Auckland events team decided on firstly a change of venue, and secondly a change of night, to hold our Group Pub Night get together. Now I've no idea how long the 1st Tuesday of the month was when we assembled to talk all things, but as they say "Change is as Good as a Holiday" (does that work in this context Editor?) So it was that the 1st Wednesday of April we met at the Horse & Trap for food, wine & beer, and Good conversation.



More room for we 20 to fit in and a good menu saw this our first night at the H&T a success. We were also joined for the first time by Mitch, owner of a Damson TR6 sporting Gold Pinstripes and Gold Wires, which he acquired from a mate who had purchased ex Australia! Welcome, Welcome!

1st May saw the events team checking out another venue for June's get together, with a beautiful afternoon offering a short drive for we four across the harbour to try out the food! Yes, I know, I just had to get in a photo, somewhere!



May, we once again caught up at the Horse & Trap, however we were hatching a devilish plan to follow the lead of not only the Canterbury Group but also the Deep South Group and start mixing it up, seeking out new and interesting venues. Encouraging others to take the reins isn't as easy as the aforementioned Groups would have us believe, what's your secret Mike and Trevor? Fortunately one of our Auckland Group members had been working on a run, and spoke to me about it that night. Chris and Kay Steibel had a grand idea for a run and a date was set for Sunday 22nd May, with Chris advertising it on the Auckland TR Register Facebook page, and Steph adding it to the events page on the TR Register Website. All we needed was a good turnout (numbers were important for the lunch venue) and good weather! What could possibly go wrong?

Friday it rained, Saturday was not much better, and with numbers falling Chris made the tough decision to 'Postpone' the run. However, we Auks are not afraid of inclement weather so a ring around saw an alternative get together organised anyway. While Sunday was a bit overcast and the forecast not great we still managed to get a group of 18 together in St Heliers for coffee, muffins and cake for some, before a quickly rearranged run along the World Famous in Auckland Waterfront, across

the iconic Coathanger bridge, passed the well accommodated Paremoremo Prisons before enjoying a nice country road drive to the Oldest recorded NZ



Riverside Tavern at Riverhead. Outstanding! A Swallow Doretti, Spitfire, TR3a and 6 x TR6's made the journey and although we lost the Thompsons and their lovely Red TR3a to an upset stomach, the rest enjoyed a wonderful lunch



June and our surprise venue for Pub Night on the North Side of the Harbour Bridge was the Northcote Tavern. Once again we were fortunate to have a couple attend who while they'd been members as far back as the 80's, this was their first pub night in some time. A TR4a their entry ticket, though it has a long way to go before once again enjoying wind on the screen and asphalt under the rubber. Another good night, with good food and fine conversation, plus a couple of enjoyable boutique brewed beers, Nice!



I'm going to round this report out with another of those Ohhh, the poor buggers, photo; and a reminder to make sure you have your TR Valued correctly for insurance purposes. Again not here in NZ, but an inexperienced driver proved the catalyst for yet another rebuild on a slow country road in the UK!

Remember "It's Never Far, In A TR" as long as you get there.

Steve



The Registrar Reports...

Registrar's Report to 25 June 2022 Kevin Tinkler

At 3/22:

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

TR7 rego. TR777 on TradeMe, asking \$5,250; sold for \$6,100

The car has been fitted with a mk3 fibreglass 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.

TR6 comm. no. CP76825, engine CP76912HE, maroon; fitted with TR4/5 surrey top;

Wire wheels overdrive; With new member Mitch Horn, Kerikeri. Ex Australia 1/22, new to Register; pix on file;

TR2 comm. no. TS3395-O, rego I954TR, ex Keith Skilling, now with new member Russell Locke, Wellsford

New member Scott Busby, Mangere Bridge 2022 is importing a blue 1969 TR6 bought from a Triumph Club member in USA.

At 4/22:

TR4 comm. no. CT7837 rego. EYD11 now with new member Sarah Bradley, daughter of the late Captain Ian Bradley, who bought the car new, sold it, and many years later bought it again and rebuilt it.

TR2 comm. no. TS3670, rego 1TR21, sold for \$42,900; Bruce Hislop; pix on file;

sold new into Christchurch Dec 1954. Well loved for 34 years by current owner but time for a new custodian. Well maintained and regularly used and enjoyed. Has a few little quirks but it is after all 68 years old. Nothing serious. 72 spoke wire wheels, overdrive, and a few factory enhancements. A selection of spares come with the car. Hard top available but needs refurbishing. Drives exceptionally well with lively performance. Interior is in very tidy order, a tidy and all round useable classic car. Time to enjoy. Speedo reading distance is obviously in miles and probably well over 100000miles. No guarantees. Interior very tidy, hood and tonneau are all in good shape too.

TR6 comm. no. CC28564L, reserve met on TradeMe at \$37,101, pix on file, Hibiscus Coast.

2500cc 5 speed manual transmission HVDA conversion (Google it). imported from California 2016 rust free example converted to right hand drive 2016/17 NZTA Certified . Engine reconditioned at same time as conversion, new big ends, main bearing, oil pump, camshaft, piston rings, thrust bearing etc receipts available. Runs and drives really well excellent oil pressure no cooling issues, polyurethane bushes fitted throughout The soft top in reasonable condition with one small hole due to being folded wrongly never used by me as never been out in the rain. Passenger seat has a tear in the side panel and drivers seat has small hole that's been repaired.

At 5/22:

TR6 comm. no. CP75428-O rego TR615O ex Dave Tong now with Fergus Tate, Tawa. Currently joining the Register.

TR7DH comm. no. TPADJ7AT209968, rego KH6231; on TradeMe asking \$13,000; now with new member Paul Ansell Laingholm. Ex Ian Macpherson. Pix on file. At 6/22:

TR3A comm. no. TS24665-O, rego. TR614 on TradeMe, asking \$32,000, sold at \$44,300 . Pix on file. Wanaka. Original unrestored car. Goes well. During my 20 year ownership I have done the following. All the suspension joints front and rear, radiator, starter motor, exhaust, side screens, headlights and indicators. Carbs have just had a full recondition and the tyres are new. Has the usual oil leaks and a few nicks and scratches but is a good sound straight car that needs more use than I can give it.

TR6 comm, no. CP77345, rego. GX3039 on TradeMe asking \$62,500 ono Pix on file.

Kevin

Spare a Thought

By the time you read this, you should have received an email triggering your requirements for Indent parts. If you did not receive an email please check your "junk" folder, if still no email, perhaps we have the wrong one on our database. Please let me or Alisdair Keucke know info@trregister.co.nz so we can update your records.

LED lighting.

I received the following regarding a Member's experience with LED lights for TR's – I'll add this contact to the LED lighting article on the website.

Hi Ian.

Thanks for the info re LED Lighting.

When I bought my TR6, in the UK, a couple of years ago, the dash lights gave no glow!

I bought LED's to replace the original 2.2watt bulbs and the result was amazing. Not only could I now see the instruments at night, but I'd fitted Blue LED's and am so pleased with the result. The one mistake I made was that I fitted a blue LED in the High Beam warning socket. Blue on blue is very hard to see!

The company I bought from supplies "packs" for different models and applications. www.classiccarleds.co.uk . They were good to deal with and I think the cost for the TR6 instrument pack was approximately \$45.00.

Regards

Brooke Richardson

Thanks Brooke for this.

That's all for now, happy fettling.

Ian H.

TRansactions

TRansactions

For Sale

TR2 - 3A

Side Screens with Dzus fittings
\$495

Perspex Sliding Windows
Pair \$60
Single \$20

Pair of clip-on Side Wind Deflectors
\$80

Timing Chain Wheel and Camshaft
wheel, Moss part numbers 057113 &
055971 bought new and not used
(possibly also TR4-4a)
\$135

TR TOOL ROLL

Ernotts grease gun, Hubcap
removal tool, 2 X Box spanners
and tommy bar, valve core
removal tool, 3 X Superslim AF
spanners TW Adjustable spanner,
TW Pliers, 2 X Dunlop Tyre
levers, 7" screwdriver, Headlight
rim removal tool – Stanpart
118971
\$500

Pennant 7/8" Wheel Brace
\$45

TR2 - 3A (Continued)

This is an almost
complete set of original
tools for the TR and in
excellent condition.

Photo's available

Contact Bob Birdsall
birdsall@xtra.co.nz

TRIUMPH HORN BUTTON ASSEMBLY PN 150277

Brand new from Rimmers in
original packing

Fits TR 4 to TR6 GT6 and
Spitfire.
Cost \$87 NZD landed

Make an offer
Russell Taylor
rtmotors@xtra.co.nz
021 511 511

TRansactions

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For Sale



1968 Triumph TR5 PI

Very good condition

Asking \$95000.00

For further information please contact Earle

Phone 07 5767178

TRansactions

TRansactions

WANTED

TR2 Parts Wanted Dead Or Alive For 1954 TR2

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)

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

1971 TR6 Brake Servo Unit Wanted

Complete original assembly
sought.

Please contact David on
021 026 29132

TR2/3A Windscreen Stanchion

Wanted for the restoration
of TS767 SPO

Right hand Windscreen
Stanchion
Part No 552182 Dzus fixing

Frank Cleary
0274393146

AND FINALLY



Me driving at 85 mph vs. being a passenger riding at 85 mph





