

# TRansmission







# TRANSMISSION

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### **FRONT COVER OUTER**

Wes leading the pack!

### **FRONT COVER INNER**

Muruwai - Not a bad picture that, shame we couldn't push the surf riders out the way! LOL

### **BACK COVER INNER**

In Memorium - Paul Stichbury

### **BACK COVER OUTER**

A stunning combination, the Henry's TR6 in topless trim, a cloudless spring day, and a captivating Lake Rotoiti

*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

About the time you read this, the 2022 AGM will be upon us.

The AGM is a time for reflection on the past year and how the Register has fared. This year has, again, been fraught with uncertainties, but the Register has fared well – as will be reflected in the AGM Reports. Everyone is invited to attend the AGM and a ZOOM meeting link will be available to all. I encourage you to ZOOM in and have your say if you are able.

On a slightly sadder note, this will be my last TRanSport report as President. Six years ago (that long – really?) I was steeling myself to take over the Presidential baton from Frank Cleary. I am now preparing to hand over the same baton to Stephen Higgs. (No backing down now Stephen!). Its been a tumultuous six years with more than a few dramas, challenges and successes on the way. But it has been a pleasure to help carry the load, ably supported by your Committee, Group Leaders and all the unsung heroes who assist us.

My thanks also go out to those who allowed me to step back for a few months when I most needed it.

A few weeks ago I was able to retrieve my TR6 after 3 months in storage whilst moving house and I only realise on the glorious journey home that it was the cars 50th birthday. Yes- I did sing.

It was also great to go for a run with Auckland and Waikato members on another glorious day out. It seemed like years since we were able to mix and mingle so freely. Roll on summer.

On a final note - don't forget the National Weekend in Cambridge is on in February 2023. See you there?

Goodbye, farewell and safe TRavels

Ian H. President

# EDITORIAL TEAM

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## TALK

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So much for wishes! In my first editorial I wished for an error free version of Transmission. Alas, it was not to be. Bill Rogers, Group Leader of the Top O' The South sent me a long report on the trials and tribulations involved in trying to get his trusty TR back on the road. Despite referencing the report in the group preamble saying that he would go in to more detail later, I managed to completely miss it out. My apologies. There will be an update soon.

A busy few months for me. I've got the TR back on the road after fitting a new crankshaft and camshaft. Generally a smooth (if expensive) process with a few small issues on the way. In my last update I outlined how the crankshaft broke, and how I was lucky enough to have a spare crankshaft and camshaft. Notwithstanding me providing the parts it still cost nearly \$5,000 getting the crankshaft crack tested, machined for a more modern oil seal and the camshaft reground. There was then labour to remove the engine, rebuild and refit. The company that did the work, Autofocus, was generally very good. A few minor niggles - I mentioned I wanted to replace the clutch release bearing - when I turned up to help refit the interior, the engine and gearbox were already back in the car. Asking if they had in fact replaced the bearing elicited a blank look. So, out came the gearbox again. The clutch shaft mechanism broke as we were dismantling it - apparently quite common. Would you believe it one of the few other spares I shipped over from the UK when I brought the car out was - a spare gearbox. So, we replaced the shaft mechanism and the gearbox was back in with a day or so. They gave me a discount on the bill so generally I think I came out ahead.

It's now run in. A drive over to Picton to see Bill Rogers (group leader of Top O' The South) to help run it in was cold but fun and I've re-torqued the head, changed the oil and tidied up a few bits and pieces so it is ready for the next big adventure - see below.

I've met a new import to Nelson, Wes Dayton. I've added a link to some great footage of him racing his TR in Australia (that's him on the front cover of the magazine). Wes has agreed to be my navigator for the upcoming Targa Vintage Car Club rally. The rally is very expensive but it is based out of Nelson so there will be no travel or accomodation costs and Wes has kindly agreed to let me do all the driving while we share the costs. The navigation component is quite complex so splitting both jobs between the two of us probably won't work.

There are 3 groups in the rally - the first group are the serious boys - full race gear, car's crashed into hedges, etc. The second group take advantage of the fact that roads are closed off so they tour the rally stages in a convoy behind a lead car. The third group are for vintage cars. Again, we take advantage of the fact that roads are closed, so we can use both sides of the road, and the idea is to get as close as possible to a set time for a stage. The organisers are still trying to come up with times that will let the cars be enjoyed the way they were designed to be driven - briskly, but safely - in a closed road environment called "Special Stages". Hopefully not too slow!

Preparation is minimal - a fire extinguisher, towing points identified and a few other minor points. We have to wear crash helmets (I'm sourcing an intercom) but that's about it. I went for a run to test out some apps that give average speeds. Gordon Dacombe, a local motoring identity and owner of Autofocus prior to passing it on to his grandson Jarrod led the way in his series 1 e-type. I kept up (just) but it was a fun drive through some great back country roads in the region. On the basis of that the rally should be great and I'm looking forward to it.

That's about it from me. Enjoy the mag - as always, any feedback is welcome

**DAVE**



Contact at: [editor@trregister.co.nz](mailto:editor@trregister.co.nz)



## National Weekend February 2023

The T's are crossed and the I's are dotted and all is in place for our National Weekend. If you don't have your registration in, it would pay to do so now. Please make sure you organise your accommodation asap.

We are meeting for registration on Thursday February 16 at the Good Union from 5:30pm. We have the 'beer garden' area for our exclusive use. Finger food will be provided, drinks will be available. There will be an unexpected twist to this evening.

Friday will be our concours followed by an afternoon of exploring the environs around Cambridge and Hamilton. Then by bus we take you to a mystery destination and dinner in superb country surroundings. Saturday is going to take you over roads the Waikato is famous for, as are the views that will unfold. We finish the day with a bus ride to dinner at one of our premier venues offering views over the beautiful Lake Karapiro. And to finish it all off we have a Sunday lunch on a farm



So get those registrations in. Forms are in the magazine and on the website. Don't forget, there is also the AFTER TOUR.

Merv and his team have organised one you will talk about for months, if not years. If you plan on doing this, contact Merv on [thorburn44fam@xtra.co.nz](mailto:thorburn44fam@xtra.co.nz)

*Diane and the TR National Weekend Team*

### 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 offer.*

Chris & Lyndie Henry	Blenheim	1969 TR6
Donnelle Maindonald	Rangiora	1968 TR5
Ted Waetford	Hamilton	1972 TR6
Jim Langley	Auckland	1967 TR4A
Julian Jones	Warkworth	1977 TR7



# TOP OF THE NORTH Tales

Spring has sprung, the grass has riz, I wonder where all the TR's is. So says the poem - well - sort of.

Has anyone developed web feet yet with all the rain we have had this winter? It seems that 'the winterless north' is just a myth. Our hearts go out to the top of south who have had some devastating flooding.



Winter is generally a time when maintenance on our cars takes place and maybe getting out on the occasional fine day. As a group we did manage to pick a day that it didn't rain and made a trip to Mangawhai. A TR2, A TR8 and our TR3 met at the lookout just south of Whangarei and after a bit of a chat we set off. A stop after travelling 25km for a coffee, then back on the road. Warrens TR8 leading the way. On a passing lane he motioned for me to take the lead. We wondered if his car was having some issues or whether he wanted me to find the potholes first. We arrived at Mangawhai Tavern without incident and were met by Nigel and Gloria in their Lotus and Warrick and Catherine in their MX5. The food was great and the company even better. After a couple of hours it was time to head home which we did without incident (top down of course).

Our local Vintage Car Club organised a short run and display for Daffodil Day. A turnout of about 30 cars, mainly vintage, set off on the run around local streets. I went along (without Raewyn) and fortunately after a quick look at the instructions, I was able to be both navigator and driver. Photo shows a TR between a 1930 Morris Minor and a 1930 Model A.



Not much to report from members this time as we look forward to some warmer weather and longer days. Hopefully by next magazine I will be able to report some progress on the TR6.

I finally got around to replacing the dash lights with LED bulbs. Lots of bending and twisting – definitely not as supple as I used to be.

Nigel Hayman is looking to sell his TR2 having recently purchased a TR3. If anyone is interested contact Nigel at [nigelgloria2@gmail.com](mailto:nigelgloria2@gmail.com)

Until next time stay safe on the road.

*Brian and Raewyn Cannons*



# City of Sails Area Report

## Auckland Group Report July – August 2022



Greetings to the faithful, the keepers of the marque, you wonderful bunch of devoted fans of our fine old English Masterpiece, the Triumph Roadster. This quarter marks a Special moment for me, August 31<sup>st</sup>, and I will elaborate on that a little later.

With a questionable start to the month of July I was looking for it to improve, and with a Pub Night on 6<sup>th</sup> at the Horse & Trap we did indeed get off to a good start. 20 members (that number again) turned up for Good Food, Good Chat and a Good Time. Essential aspects of a good time are venue, atmosphere and conversation and I think we all know that TR members aren't short of topics to spin a yarn on.

Unfortunately, July turned poorly for me health-wise, with a couple of events during late June leading to my sidelining the greater part of July and all but a couple of days of August! I missed the August get together as well as a Committee Meeting, a bit sad for myself was I.

One of those couple of days however was August 31<sup>st</sup>, 50 Years since CP77514-O (now fondly known as Lil Bluey and wearing the rego THETOE) rolled out the end of the production line, and into the world of 70's Brit Folklore. (of course I had no idea, as a 16 year old TV Dancer earning \$120 odd a week, and driving my first of many cars a 1951 Humber, it would be another 40 years before we crossed paths and she parked up in our garage). Anyway, as a nice day dawned I felt the need to celebrate, and with wife Linda and good friends Steph & Murray Booth, we headed off for a run out to Muriwai on the West Coast, for lunch, chat and a few photos –



September saw me in a better light and the Horse & Trap was once again the venue for our Group Get Together. I believe we had 16 members there including 2 New to pub night, one a longtime owner of a (for some of us never before seen) TR5 owned by Mark, the other owner of a under restoration TR6 owned by Stephen. Most of us assembled in the very dark carpark to have a look and listen to the very nice TR5, iPhone lights coming to our aid as we tried to get a good look.

September brought another Birthday (mine LOL) and with it a long thought of, finally acted on purchase from the UK, see if you can identify my Gift to Myself!



Following that and following a lot of effort on the part of Dennis Greenman and aided by Stephanie Booth, the earlier postponed Run to Waitomo dates came round with Saturday 17<sup>th</sup> dawning a little overcast but otherwise fine, and with great enthusiasm, a Swallow Doretti, 5 TR's and a Modern assembled at the usual meeting point. Along for the first leg our President and his 72 Damson TR6 who with nothing better to do thought a drive with like minded people to Pirongia for Coffee, Chat and a little fellowship was earned. (the fact a number of Waikato Group members were planning to meet us there also appealed).



Our little convoy heading South before crossing the Waikato River at Rangiriri and enjoying the almost empty road to Huntly, then Ngaruawahia, through to Whatawhata and the more lightly congested run to Pirongia, where a grand sight awaited as 9 TR's from TR2 to TR8 graced the carpark at Persimmon Tree Café, oh and their Caregivers of course. So the total number of TR's grew to 15 and looked Outstanding.



Thanks, Vishu, for gathering your group together to meet and swap stories, yarns, lies (?) and of course Encouragement and Advice as we left them and headed off to Kawhia!



We were joined on that leg by a brace of Wedges, and 2 TR6's, although well strung out across the often-curvaceous country roads. This leg a treat for me as we traversed roads I had often bypassed but never ventured down! For me that is another reason why being in the TR Register is So Exciting, as we often get to take trips along roads well known to locals, but jewels for those from further afield!

What a delightful harbour is Kawhia, and what better than Lunch at the Kawhia Fish Shop.



Old School Fish n Chips in paper, sitting on the concrete sea wall in the sun, with ya Mates!

An Pi Korri those fushes was Choice! What a Life ..... Tu Meke e Hoa!





From there we took a stop beside the road for fuel, then off to our overnight accommodation at the Waitomo Chalets, Dinner at The Tomo (Outstanding, especially the Maitre-D Shane, with an incredible memory as he took all 13 of our dinner choices and drinks orders, while still managing quips with all and sundry. Remarkable, another Jewel hidden away) where the meals were not only large but every one Outstanding. Great Night. We were joined at Waitomo by Anne & Frank Cleary, who made the trip across from Katikati with a stop at a 'Swap Meet' on the way ..... hmmm

Continental Breakfast provided by David and Pat done and dusted, we took a short drive to the ridge above the Chalets, where we were able to take some photos line abreast in front of the Original Waitomo Hotel. A bit run down and in the hands of the Local Iwi it was a fine backdrop for our rides and ourselves and with a walk around what would have been a beauty in her day it was time to put Waitomo firmly in our rear view mirrors!

So we headed off to Otorohanga but by a route Vishu suggested, down to the Airfield at Te Kuiti before taking Te Kumi Station Rd, Hangatiki East Rd, then right on to Mangarino St and Old Te Kuiti Road. All nice undulating roads perfect for open top driving. Fuel at Otorohanga and Coffee at The Fat Kiwi (a must stop if you are passing through), I recommend the Macadamia Brittle.

Happy punters then headed off towards Cambridge and the promise of lunch with Waikato members at the Bikery by the 'World famous in Cambridge' Velodrome; however with large numbers of fit young men and women devouring tasty nibbles before we arrived Kevin Thorburn suggested a move to Joe's Garage just a short distance to the East. The only blot on the weekend appeared on that short trip with my Top Hose clamp deciding it was time to part company with the hose, Bugger. That other Jewel of the TR membership shone bright with Lamains, Booths and Linda all helping to replenish spent coolant, and with a couple of twists on a screwdriver we were off again! Soup of the day for me and a Cold Asahi, with some delightful conversation, brought an end to a Wonderful weekend away. We separated to head off to our own destinations, Thorburn's to Fenchurch (I think?) Cleary's to Katikati, which left 3 TR's the Doretti and the Lamains in their Ford Escape (they also run a BRG TR6 and Brendan campaigns an Austin 7 Boatail Racer) to head back to Auckland! Fuel top-ups by we 3 TR's and the Lamains, it was now close to 3:00pm so we decided on a fast trip home on the now completed 4 Lane Expressway from Cambridge to Auckland. That was fun until roadworks at Hampton Downs, reducing to single lane either way, created an almost 4 km nose to tail traffic snail trail, with 1<sup>st</sup> gear driving threatening to test my hastily repaired top hose clamp. I needn't have worried (though that clamp will be replaced) and it was pretty much smooth driving from there.



An Excellent Weekend with Thanks to Dennis, Stephanie and Vishu, and Kevin T's Sunday lunch stop, followed by Daylight Saving and the disappearance of Masks, Rat Tests and the Traffic Light system, the short term future is "Looking Good". The last quarter always holds the promise of good weather, runs in the sun, Pre-Xmas Brekkie Runs and the Isadora Duncan Rally, with happy motoring all the way through!

Be Good, Drive Safe, Enjoy Life as one thing is for sure 'our TR's will be here after us!' And Remember ..... It's Never Far, In A TR!

*Steve*

# Waikato Wanderings



While the winter months have brought with it the rain and the cold, we in the Waikato have still managed to get a good turnout of TR's on our regular monthly runs.

Our August goal was to support the Daffodil Rally for Cancer that was organised by the Vintage Car Club. Cars assembled in four different locations around the Waikato. They then drove from each of these locations in convoy to the car show venue at the VCC clubrooms in Cambridge. It was said that about 250 classic vehicles of all makes and models, were on show that day. Quite a few of our Waikato TR members took this opportunity to take out their other classics resulting in Barry Tervitt and Peter Parker being the only ones to venture out in their TRs.



(Merv and Kaye in their Daimler and Peters TR4 at the Daffodil Rally)



On the 17th September we met up with a group from Auckland TR members at the Pirongia café for morning tea. We had a good turnout of our local cars to welcome them. Lots of jokes and laughter and coffees later, they left for Kawhia. A few of us joined them on this run. That winding road is always a pleasure to drive.





(Waikato TRs in Pirongia)

Lunch was some excellent fish and chips on the waterfront. After lunch and more natter, the Waikato group departed for home while the Aucklanders carried on to Waitomo for the night. It was good to catch up with them and hope they do the run again next year.

Something we are starting in this edition is showcasing the TRs that reside in the Waikato. There are some cars that have been in the same ownership for a long time. In this issue we will showcase one of them : Peter Parkers TR4.

Vishu Singh

### Whakatane Overnighter

We woke up to one of the Waikatos foggiest days but the hardiest of us carried on and met at our usual place in Cambridge. Covid claimed 2 starters and after a natter it was time to put our foot on the gas and follow Merv and Kay's directions over the still foggy Kaimais, which gradually lifted past Mc Laren Falls to such perfect weather. We turned left then and made our way up to the Minden Outlook. What a spectacular view of the Mount, Tauranga and towards Waihi. Then it was onto Bethlehem for lunch to meet TRs from Tauranga, and of course the usual head under the bonnet examination of the cars.



After lunch we had a pleasant tour down to Whakatane. A stretch of the legs was needed after that. Many boats are for sale as they are obviously not getting the tourism down there which is very sad. Dinner was 6.30 in the Com adjoining the Motel. We all had a hearty meal, a few drinks and lots of laughs. Next morning dawned another beautiful day. We made our way home via S/H 30 and the beautiful Rotorua Lakes, stopping for a long lunch along the way. Then home via Tirau where some purchases were made at the Wool Shop.

Thank you to Merv and Kay Thorburn for organizing this lovely night away

Barry and Sue Tervitt





## Run to Okoroire:



Saturday August 30 dawned as another typical Waikato winters day, clear if not a little chilly. A great day for roof down motoring.

We gathered at our usual meeting point in Cambridge with a little difficulty as there was a Farmer's Market, so parking was at a premium. However, we managed. Five TR's in all heading to the Okoroire Hotel to meet up with the B.O.P Wolsley Club for lunch at the infamous Okoroire Hotel.

Wally handed out his instructions and we were off. Through Cambridge, past Lake Karapiro, following Maungatautari Rd to Arapuni Village and a stop at the Rhubarb Café for coffee. Barry Tervitt joined us here. With coffee over, we headed to Okoroire via HoraHora Rd, and some other nice twisty roads I had not been on before, where lunch had been booked at the Hot Springs Hotel.

Gary and Heather Kingston from the BOP had driven over with the Wolsley Car Club. It was great catching up with them. Helen and Chris Empson also caught up with us at this time. Chris wisely read the situation well at this point, and after saying their hello's excused themselves and left. The rest of us dutifully ordered our lunches, only to cancel them one and a half hours later. The communication in the kitchen was abysmal to say the least. So.....off we went to The Cabbage Tree Café in Tirau where we had meals in front of us within 15minutes of ordering.

The day was starting to head to an end, so we headed off back to Cambridge and enjoyed a legal blast on the motorway at "110" kph.

Thank you Wally and Faye, for organizing a great run.

Kevin Thorburn



# Waikato Showcase

Peter Parkers 1962 Triumph TR4

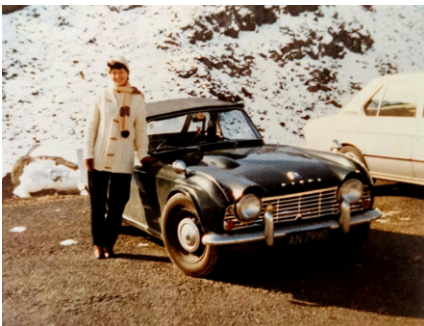
Vishu made contact and pitched his idea of spotlighting members and their cars and the story of the cars ownership, then he said that I was the first up to tell my story, so here goes.

I was sitting in the NZCDC powerhouse smoko room in 1977 looking at all the sports cars for sale in the Saturday Herald car section as you did back then. The “older” engineers in the room reminisced about when they had their Austin Healy’s, E types etc. and how having started a family they had sold their car. Listed in the paper was a red 1962 TR4 for \$2300 so with the rooms encouragement they suggested I should buy this. I drove to Auckland to meet the owner, without a text or phone call, and we caught up - he was going to buy a Jensen Interceptor.

The deal was done and I owned the red TR4 Registration AN7990. I drove that car everywhere, I guess because I did not own another car! I joined the TR register in 1977. I remember driving the TR up to Auckland in 1977 to join in the Isadora Duncan rally leaving Cornwell Park and finishing at Caster Bay, that day was huge.



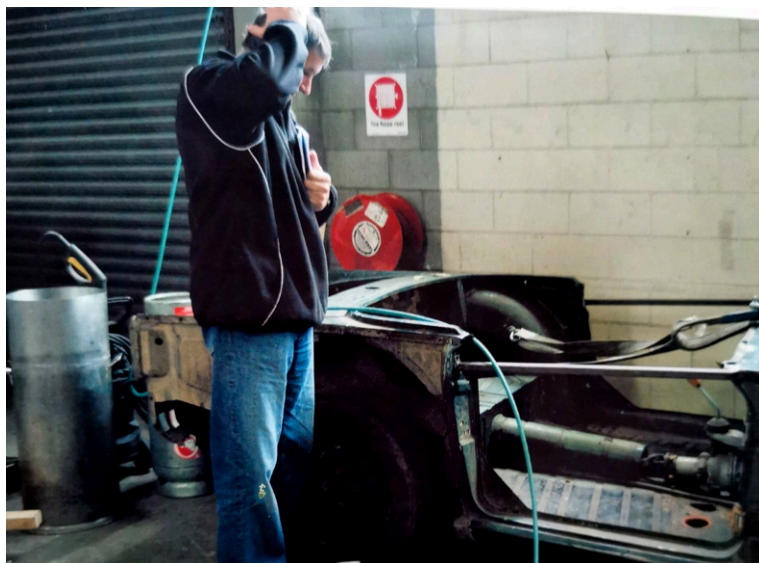
In 1978 travelling along Te Rapa straight a NZCDC Bedford truck drove into the back of my car, well actually over my car (there is a story here but I will move on). The car was repaired. But never drove the same, in fact if you took your hand off the steering wheel it would leave the road to the left very quickly.



In 1979, a friend of a friend told me that he knew of a team of two guys who ran a business restoring cars so with youthful ignorance I engaged this company to strip the car down, fix the chassis issues and make it look beautiful. Money was exchanged and a long story short I was contacted a few months later to say I need to come and pick up my car as the business was closing. So, with a trailer load of TR4 bits I put my car in the open carport of my engineer’s house at the Waharoa dairy company village.

Are you still with me or have you gone to watch something interesting on TV?

I will continue because Vishu said I had to. The timeline gets a bit grey here but after some assembly I got a panel beating company to paint the car, the engine and gearbox etc. were put back onto the chassis under the carport (I still can't believe how that was done) and the car was back together now in a very nice BRG colour. Yes it looked nice, but there were some pretty dodgy assembly issues with the car, but it was rolling again and as a young man who cared, it went great.



The car went everywhere again, Diane and I even drove off on our wedding day in the TR. In 1982 after purchasing some extractors from Moss and with about 4 hours before I had to go to work, I decided to fit these, I mean to say how hard could it be, carbs off old exhaust out, new extractors in, carbs back on, fuel reconnected. Test run, the car didn't want to start, just mis-fired a lot, then success - the car fired into action at which point a fireball erupted under the carbs and I mean a fire ball, fuel had been leaking from the inlet manifold and pooling on the chassis rail and when the engine fired the brake pressure switch which had been electrically disconnected went to frame and sparked the fuel. As I was pushing the car now out of the garage because this puppy was going to go, I spotted a bucket of water - I know you don't put water onto petrol fires but this was a desperate time so I picked up the bucket and dropped it down the side of the engine and the fire went out!

But sadly, the bonnet and wing had blistered in the heat. I know you're worried but yes, I did get to work, thanks Dad. I drove the car for a few more years with that damage, then a friend who owned an MGA suggest we lift the body off again to get it fixed. Those MG guys they are always out to get the TR guys - the body came off late 1983 and stayed off until 2009.

I am nearly at the end of the story, or is it the beginning of a new story? The car basically moved with me everywhere I went for 25 years, then on selling our engineering company the car had to come out of the workshop, that's it, the time had come, and I now had the opportunity to undertake the restoration of the car and in March 2010 it drove for the first time to the TR Nationals at Waitomo.



If you have read all that you need a medal and a big cup of tea in finishing my story. I recall being determined not to be one of those "older" men who back all those years before had sold their sports cars and so now as an "older" man I still have my TR4!

A foot note, if anybody knows any history of AN7990 between 1962 and 1977 I love to hear from you.

Peter Parker



# Bay of Plenty Travellers



Well, winter is over, spring is here, and we did manage a couple of runs during August and September. In both cases we combined with other clubs. In August on a fine cold morning, after meeting in Tauranga, we headed, hoods down for some, to Paeroa for morning tea, after which we met up with the Auckland Triumph club who were heading to Whangamata for a fish and chip lunch. After a chat and look at each other's cars one of our TR's joined the Auckland group to go for the fish

and chip lunch, whilst the others, having afternoon commitments, headed back towards Tauranga. Peter and Anne Seaton with myself and friend Graeme, did have time to stop for a good lunch at the Karangahake Gorge Railway Station followed by a good 'hood down' trip home.

In September we joined the VCC for the Cancer Society Daffodil run, the day started with a fundraising car display, in which we managed to park most of the Triumphs together. The car display did raise over \$1,000, as did the two hour run in the afternoon, which was followed by an afternoon tea at the VCC Clubrooms. Over \$3,000 was raised in total, so we were pleased to make our contribution.



Hoping spring and summer bring us some good driving days.

MICHAEL

# Hawkes Bay Happenings. .

The Hawke's Bay Group was deeply saddened with the loss of Paul Stichbury during August and had a good turnout of members and TRs to say our final farewells.



Winter is supposedly behind us now but of course we will get the odd cold spell yet. As with many of you we have had a lot of rain this year, about 50% more than average but our thoughts go out to those in the Top of the South who have suffered slips and damage, surely we are in for a long dry summer.

Not much happening since the last Transmission, a Club Night in July but only attended by two hardy couples. Others including Joy & I were overseas enjoying the warmth of other places or visiting family at last. The first day of spring, and it was a lovely spring day, a dozen of us gathered at Hygge Café for lunch. It was lovely to have Susan-Jane join us. There was lots of catching up to do with tales of the various trips and issues with baggage, Joy & I had to wait 8 days before ours caught up with us! The joys of travel in Covid times.

Mid September another spring outing. Meeting at Paper Mulberry Café on SH2 for a coffee, then on to Taniwha Daffodils south of Waipukarau for a picnic lunch among the daffodils. This is a farm whose owners have planted thousands of daffodils over the years and open it up to the public for a couple of weeks in spring. You are able to pick as many as you like with the proceeds going to local charities. Unfortunately this run didn't happen, but thanks to Gary Parker and Steve & Maree Bevan for turning up for a coffee.

In response to Dave North's tale of woe with the TR3a engine. When I did my OE in the late 70s, Keith Lane and I made a number of visits to Brands Hatch to watch the car racing. One event held each year was run by Jaguar, Aston Martin and Ferrari clubs and featured some amazing classic cars. One of these was a TR3a raced by Reg Woodcock (I am sure you would know of this Dave). It was a very quick car and certainly made the organisers cars look rather pedestrian. I found this following article about it, interesting the rev limits he used.

The white TR looks pretty standard, right down to the large, original-style instrumentation for speed and engine rpm, but it hides some comprehensive work. The main outer body panels are in aluminium. The TR engine, the 2.2-litre four-cylinder that traces back into the depths of Standard Vanguard saloons, has been transformed from a rough and tough workhorse into a smooth unit that reaches the suggested maximum of 5,500 rpm very quickly. Included in the modifications are changes to the shape of the standard combustion chambers, ports and valves. Pistons of 87mm provide a compression ratio of 11.7:1, while a racing camshaft and Weber 42 DCOE carburettors are utilised in conjunction with a redesigned racing exhaust layout.



*How long can it last? With Aston Martins swarming all over it at the AMOC's Oulton Park meeting, Reg Woodcock's TR3 continued to dominate the promoting club's Thoroughbred Sports Car Championship*

The cockpit (well, you are sitting behind an a e r o screen!) is only altered in looks by the Australi three-spoke steering wheel and has the luxury of an operative

speedometer:

at the end of the main straight this had its needle hanging off the 120 mph end of the scale while we tried to restrain ourselves to the 6000 rpm that Woodcock allows for top gear only.

So we now await the long hot summer the Northern Hemisphere has just enjoyed.

**Happy TRing, Graeme & Joy**

## Paul Stichbury

It was with great sadness that we learned of the passing away of our Hawke's Bay Register member Paul (Stich) on the 6<sup>th</sup> of August at home. Paul and life partner Susan-Jane have been great members of our Hawke's Bay Group, regularly attending our events in the TR4a often with Archie our canine Stichbury member. Paul always had a smile and a twinkle in his eye, occasionally recounting an entertaining tale of days gone by in such detail you would think it was only yesterday. He was a great family man, supporting son Ashley from go-karts through to Australian V8s until his life was tragically taken, and then grandson Zac from go-karts up to this last season in Toyota 86.



He had been a keen sailor and fisherman and had many photos of the spoils of a fishing trip. He was also a successful motor racer, racing a Mk1 Jag (upspecced to Mk2), a Mini and in 1985 purchased the ex Harold Heasley Humber which he still owns, this was a very successful car which he raced until recently. Paul was a fountain of knowledge when it came to things mechanical, and particularly TRs, as in his early years he worked for the Triumph agent in Hawkes Bay and worked on them when they were new. He eventually

took over that business and so started Stichbury Motors, eventually becoming NZ's first BMW agent. Paul was always very generous with help when anyone had a problem with their TR and of course knew the tricks of the trade to make sure any repairs stayed repaired. Occasionally if a part was not available he would make one.

One of Paul's amazing talents which we saw at various times was his listening skills, he knew what was wrong often before lifting the bonnet! What brought it home as to how skilled he was, was his last major project which was a 1917 Henderson motorcycle. He started with a motor found in a boat with the gearbox cut off. The finished bike is absolutely stunning, a real credit to Paul's skills. One of Paul's sayings was "I have no regrets", he lived life well. And how lucky we all were to share time with him. We will miss you greatly Paul.





# Wellington Wafflings...

Wellington Area Report, September 2022



August 14th was the Wellington TR group's winter run, organised by Doug Monks. Some of us hadn't had the TR out for a while (that's the mirror I'm talking to there), so this was a very welcome opportunity to reacquaint oneself with the inimitable 4 cylinder TR exhaust growl and the reassuring heft of the Alford and Alder cam and lever steering. Apparently, a sidescreen TR weighs about 100kg less than a 1st gen Mazda MX5, but somehow the steering gives the impression of a somewhat more substantial vehicle. I guess that's British quality engineering for you.

Which helps to ensure that when you go for a drive in a TR you also get lots of healthy exercise. Not to mention the fresh air, of which there is plenty in Wellington in August.



Sometimes there is also the odd shower, but this time it was a clear, dry morning when we convened at the Judgeford golf club for coffee.

I'm not a golfer, but on the rare occasions when I visit a golf course I always think of the golfing scene in "Goldfinger" and

look around for a villain in a Rolls Royce Phantom III. Nearest thing I could spot was the Brettells in a Volvo ...



Caffeine levels restored, we set out on the run proper. This took us over Moonshine Hill Road, which runs between State Highway 58 (the main link between State Highway 1 and the Hutt Valley) and Upper Hutt. This route is, I think it fair to say, a little narrow and twisty, but also not at all congested. In fact there was hardly anyone else on the road, which was quite a good thing on some of the narrower bits. Narrow is not a problem in a TR3A of course, and I was further reassured by the fact that Doug was in front of me in a TR7, and anywhere that could fit I would be fine.



After this little workout we emerged onto State Highway 2, followed that a few kms North and then turned off at Te Marua onto back roads that led to the rail museum at Maymorn, home to the Remutaka Incline Railway Heritage Trust. As the museum was having its monthly open day we got to go for a (very) short train ride, pulled appropriately by engine number Tr189, and then have a wander around the sheds. These contained some rather challenging looking restoration projects in hand (Mr Google will help you find out more if interested).



Resuming our journey by road, we circled round and drove into Upper Hutt from the East to arrive at our lunch destination, promisingly called Brewtown. This was once the site of South Pacific Tyres (aka the Dunlop tyre factory), but nowadays is home to a bunch of small businesses including Panhead Brewery and a number of other breweries and cafes, along with several entertainment venues including axe throwing – possibly best to visit this before the breweries.

On Sundays there is also a market day and it seemed as if half the population of the Hutt Valley had turned out. This created some pressure on the more popular eateries, but after figuring out that we were probably going to become seriously dehydrated before getting into option one we found a very satisfactory substitute that gave us a room to ourselves and served up a range of food and beverages to meet all tastes.





Fed and watered, we departed in various directions to make our way homeward, having enjoyed a fine day's TR motoring, thanks to Doug's careful route planning and the group leader's luck with the weather (he has to claim credit for something ...).

A day well spent.

Jonathan



## Coming Events

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





# ***THE TOP O' THE SOUTH REPORT***

## A WARM WELCOME TO OUR NEW MEMBERS

The Top O the South has been fortunate in gaining some new members. During the last quarter we extended a very warm welcome to Michael Myskow of Richmond, and to Chris and Lyndie Henry of Blenheim. We look forward to sharing activities and their TR2 and TR6 will make great additions to our vehicle fleet.

Michael is the proud new owner of the ex Bruce Hislop long door TR2 from Hastings – (accompanied by a very large cache of spare parts for good measure). The car is well known through TR Register connections and it's reassuring to know it will be well cared for under Michael's custodianship. Michael has contributed a story below, of his early motoring years and of his desire for a sidescreen Triumph.

## AN INTRODUCTION FROM MICHAEL MYSKOW



Thank you very much for your warm welcome to the Top O' The South section of the NZ TR Register. I'm still coming to grips with the practicalities of TR ownership. Although classic cars have featured from time to time in my past (including 2 Jaguar 240s, a Spitfire 1500 and a '67 Alfa Duetto Spider), that was when I lived in the UK, and in pre-children days. But I've had an increasing itch for another classic in my garage (aside from my daughter's 73 beetle), and after a lot of circling round came to the conclusion that a sidescreen TR was what it had to be. Bruce's TR2 came up on TradeMe, and after a bit of a bidding frenzy, the rest is history.

Bruce had owned it for over 30 years, and has done a lot of work on it, but like all classic cars, there will be a list of ongoing projects, I'm sure. I'm grateful of your offer of help and advice, I'm sure I'll take you up on it at some stage. What is exercising me currently is the large collection of spares that came with the car and is currently at Bruce's son's work. And when I say large, I mean a fruit bin 1.4 x 1.4m full, including a hard top, the original block, and 60 spoke wire wheels. Bruce estimates the weight to be around 300 kg! I'm still figuring out ways to get them shipped down to Richmond, and where and when to sort and stow them all. But I'll keep chipping away at that.

Thanks again for the kind introduction. I'm sure I'll be in touch again soon.

Kind regards, Michael

### CHRIS & LYNDIE HENRY AND THEIR RECENTLY ACQUIRED TR6

And T.O.T.S. new members Chris and Lyndie Henry recently acquired a very smart looking TR6. They've wasted no time familiarising themselves with it, and after a long delivery drive from Auckland to Blenheim, have been out exploring local roads. Below is their account of the purchase, of the logistics in relocating the car to Blenheim, and of their initial impressions of TR6 ownership.



## THE HENRY'S TR6, TOP DOWN AT WAIKAWA BAY



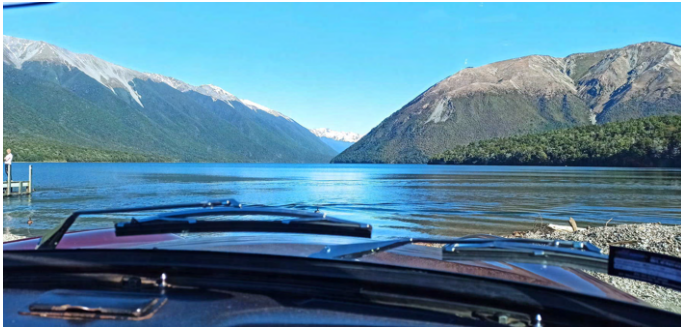
I have wanted a TR6 for about 20 years and never made it happen. There is no logic to my desire, I have always loved the TR6 but never sat in one! So in at the deep end I saw our car for sale on Trademe and not being at all technical I asked a friend to call and talk to the owner. He reported back that he thought the car was sound and he would be happy if we bid on it. So still not having sat in one we eagerly signed in to Trademe when the auction was due to end and set about bidding for the car. To our delight we won it and it dawned on us that we are the proud owners of a 1969 ex USA TR6. The challenge was now to get it from Silverdale to Blenheim! I enquired about having it shipped down but eventually we decided why not fly up and drive it back.

We took the early morning flight from Blenheim to Auckland and a Uber to the house to collect the car. The ex owner was in the UK so a friend of his passed the car to us with very little instruction on how things work. We had 2 days to drive the car down to Blenheim. Day one from Silverdale to Turangi, and then Turangi to Blenheim on the late evening Ferry. This trip was great to get to know the car and it did not miss a beat all the way home, 700 kms in 2 days. We were surprised to be looking up at motorcyclists and had to get used to people smiling at us and giving the thumbs up while we were driving. The following day we received a call just to check we had got home! I think he thought we were mad and never having owned a classic car before we did not really think that what we were doing may end up in a breakdown. We love the car and since owning it have taken a few day trips to Picton and Lake Rotoiti. We look forward to joining TR Register trips.

Chris and Lyndie Henry



## LAKE ROTOITI THROUGH THE EYES OF THE HENRY'S TR6



### DAVE'S TR3A (AND A MENTION OF BILL'S TROUBLESOME TRIUMPH)



In the July issue of TRansmission, Dave spoke of breaking a crankshaft and laying his TR3A up for repairs. He's provided an update and you'll find his tale of the repairs elsewhere in this issue. Suffice to say --- his car's back on the road, driving Nelson streets once more.

We had hoped to have both of our cars repaired about the same time and had considered meeting somewhere for a celebratory coffee. Being equidistant between Nelson and Picton, the idyllic setting of Pelorus Bridge Cafe came to mind. Dave's 3A was up for the occasion, but on my part there was little to celebrate. My under

bonnet ministrations took (and take) precedence as my effort to put right the havoc wrought by an incompetent local garage continue. And I've struck another and more recent hold-up. A part ordered from the U.K. arrived broken in transit. A replacement was dispatched, almost a month ago as I write this. For its arrival I wait. And wait. With further delays I'll consider swapping my TR3A for a mobility scooter. Any colour, so long as it's British Racing Green.



Under the circumstances we abandoned the Pelorus Cafe plan. Dave extended his journey. We met at Picton and enjoyed a catch-up and alfresco lunch at a waterfront cafe. His vehicle looked immaculate, washed and polished to perfection. It caught the attention of some interested bystanders, and they stood and watched as Dave fired up its road/race rally tuned engine and headed for Nelson. The onlookers were impressed. And to me that engine sounded marvellous, a great incentive to get my car back on the road.

## GOODBYE TO BASIS



Basis, the well known Renwick auto restoration shop shut its doors late in August. The retail outlet no longer exists, and like others have already done, Anthony and Robyn Van de Water have switched to on-line trading only.

Their retail site was a magnet for car enthusiasts and a gathering hub for many classic car groups. Some of you will have visited Basis during Blenheim's NW2015. You may have spotted Anthony's partly restored 1954 TR2, out the back with his numerous his other classics, all vying for some care and attention. I'm following Anthony's moves with interest. He and his TR2 would make a welcome addition to our our group. We've always room for another sidescreen.

## OF FOUL WEATHER AND LOST OPPORTUNITIES

As a result of the much publicised rain storm, and accompanying floods that wreaked mayhem across Nelson / Marlborough, we lost an opportunity to showcase our Triumphs and support a worthwhile charity. Unfortunately the VCC sponsored car rally / car show, the annual 21st. August fundraiser for the Cancer Society, fell victim. Amidst the flooding, Nelson's car rally was called off, and although there has been talk of rescheduling it, at the time of this report the situation remains unclear. The Blenheim car show was abandoned in its entirety.

Not the most positive of notes to finish on. I really must try harder next time.

*Bill*

# Canterbury Tales...



As you can see from our report below, we've done loads this time round, great restaurants and some great drives, TR-udi our TR4a is running beautifully and she is sooo looking forward to showing herself off at the Nationals next year. On a personal note, I had my hip replaced a month ago, all went well except that an infection set in and I had to spend an extended period in hospital on antibiotics, hopefully all well now and will soon be enjoying pain free TR ing.

## What we got up to in June

### **Monthly Meal - Speight's Ale House Tower Junction.**

There was a good turn-out at the Speights Ale house at Tower Junction. Great venue, food was delicious and we were well looked after. Boys and girls decided to sit on different tables, it meant they could talk about us (yeah right) and we could talk about cars!



### **Monthly Run - Round the Bays**

What a day, perfect weather, great roads and great company. 9 TRs and 16 'TRoupers' turned up at the New World car park at Preston's Road. After some chatting we moseyed along around to Lyttelton Harbour via Sumner & Evans Pass. Just as we parked up down by the Lyttelton Marina ready for our picnic morning tea, down the steps came Belinda with a tray of her delicious hot cheese and onion scones - what perfect timing! We eventually got going continuing our journey around the bays and over Gebbies Pass to Duck Pond Road where many of us dared to navigate our un-TRied back roads around Motukarara, ending up at the Old Vicarage in Halswell. We feel that the service here was as good as it gets and will certainly be a venue to use again.



### *What we got up to in July*

#### **Monthly Meal - Cassels Brewery**

What a great turn out! We had over 25 attending and seated along the long benches underneath the heated marquee. It was a great social night with good food and service, and of course some excellent english ale for the 'pommies' and craft beer lovers amongst us (I can recommend the best bitter).



## **Carburettor Workshop -Saturday 16th July**

A huge thank you to Steve King who presented an excellent Carburettor workshop afternoon at Carole & Mike's, with over 10 of us huddled around Mike's TR4A in his Man Cave. It was a really interesting event and made a big difference to the TR which is now running like a dream. We all learnt a lot about carbs and fuel injection. Thanks also to Carole & Denise for supplying the snacks and cake!



## **Monthly Run**

Another reasonable turn out starting from Cutler Park McLeans Island. I think we had at least 8 cars turn up for the VCC coffee morning before heading off for a very pleasant and chilly Canterbury country run to Terrace Downs Resort for lunch where we met up with Morag and Trevor Cullimore. Despite best efforts by Joan & Kerry Miles in their lovely TR6 sadly the fuel cut-off switch decided to play up just before arriving at Cutler Park so had to abort their mission. Most of us had our hoods down like the real TRoupers we are, but boy was it cold! However the set lunch in the main dining room overlooking the snow-covered mountains set us up for the chilly ride home.





## **What we got up to in August**

### **Monthly Run**

We thought for a change we would visit an old favourite. This place used to be called the Chequered Flag but it's now re-opened as the Drift Inn, situated at the intersection of SH79 and SH1 at Rangitata. They have a classic car and bike meet on the 3rd Sunday each month which we thought was very convenient. We met at the Robert Harris Cafe in Rolleston. The plan was to arrive at Drift Inn for an early lunch where we can benefit from the all-day breakfast buffet and lunch menu. John and Denise Jones designed an excellent route, and although some of us got waylaid we ended up at the destination meeting up with a few others from other regions. The weather was good so it was hoods down and overall a pleasant day out.

### **Monthly Meal – Sprig and Fern Merivale**

A great choice this month a brewery that does food - what does else does a TR-ouper need?!, well apart from a TR!. As usual an excellent turn out and a great effort from the owners, Craig and Wendy, and, although down on power in their kitchen, managed to feed, our rabble in a timely manner, leading to very contented souls.



*Mike & Carole Lester*



# Deep South Group

Just to prove we are getting back to normal, the Autospectacular Car show was held for the first time since Covid reared its ugly head. It was great being able to get out and show our cars and admire all the great vehicles that have not seen the light of day for a couple of years.



Alfa 2003 Alfa GTA



1968 TR250

The Deep South Group had their usual stand, this year under the control of Murray Coomer who did a great job with not only the stand but with some of his lateral thinking. We had Stephen's TR4, Mark's TR250, Brian Templeton's Alpha Romeo GTA, Brian Hope's Triumph 2.5, a Triumph 2.5PI Race car, a Triumph Vitesse Race Car, a Triumph Dolomite, a Triumph Vitesse 6 Cylinder Convertible, a Triumph 2.5 Estate and a BMW 2.5 Z4. Quite a collection of Triumph cars all with a connection back to the TR model. Murray's thoughts on the variety was the Alpha Romeo Brand supplied the technical information for Triumph to make the 1934 eight cylinder Triumph Roadster. the BMW Z4 is manufactured by BMW who now own the Triumph brand which they acquired when they bought Rover. (Perhaps one day we will have a BMW / Triumph TR??) The other Triumph cars have all supplied mechanical running gear and parts for the TR brand. How's that for a bit of lateral thinking?





1974 2.5 P.I. Triumph estate



Vitesse convertible 6 cylinder



Vitesse race car



Triumph 2.5PI race car



BMW 2.5L Z4



64 TR4 celebrating (late because of Covid) 60 years anniversary 2021

The Deep South was also represented at the local Vintage Car Club “Get the Cobwebs out of your Car Run” which toured down the coast to Taieri Mouth and inland around the Taieri before finishing at the Taieri Airport for a picnic lunch and a tour of the Rescue Helicopter Base. It was a pity that we did not get more

TRs along to the run.

That’s about it from the Deep South. Our next major outing will be the 2022 End of Year Tour organised by Pete and Lauren Watkins. This is always a great event and Lauren has indicated we are in for a great Tour to wind up the year.

## **Triumph and BMW**

When BMW purchased the Rover Group back in 1994, the deal included such brands as Triumph, Austin, Morris and Riley. BMW sold Rover six years later, but it kept the rights to the Triumph and Riley brands.

Now, 12 years later, Autocar say that BMW has applied for a European trademark on the Triumph “wreath” badge, as used on its TR7 and TR8 models. The application, filed last October but only published in December, covers the use of the badge on automobiles, jewelry, watches, books, leather goods, luggage, cleaning materials, textiles and Christmas decorations.

If that seems like an eclectic mix, it really isn’t, since most of the items referenced are used for promotional purposes related to the car business. While the move doesn’t necessarily mean BMW will revive the brand, it’s a necessary first step if they’re giving it serious consideration.

Prior to BMW’s sale of Rover, there were rumors of a Triumph or Austin-Healey revival, and Autocar says that BMW even engineered a low-cost, four-cylinder version of its Z4 roadster for the project. Ultimately, however, the project never managed to move forward.

As recently as 2005, BMW’s Designworks studio in California launched a proposal to bring the new MINI Roadster to market under the Triumph brand. Ultimately, the idea was rejected by MINI dealers, who weren’t eager to revive a second legacy brand under the BMW umbrella.

*Trevor and Jane*



## Deep South Group Winter Run

The Deep South Group Winter Run is a longstanding tradition, longstanding because it is very successful - enjoyable and a chance to meet up with the team, with cars, over the season often less favourable to our open top cars.

This year, we were blessed with kind weather. While very cold (very South Island cold that is), with frosty mornings, the sun shone and tops were down for many of the cars as the days went on. Invigorating stuff.

A good number attended and a good variety of cars (including a modern Peugeot for part of the trip until Brian and Lesley Templeton picked up their TR6 in Naseby) were present. And over lunch on Sunday we were joined by a beautiful modern Bentley Continental convertible which the guys spent a good while oggling at and chatting about. And I suppose it was nice that Lindsay and Liz Pratt came along in the Bentley to join us for lunch! 😊.

Sadly, Brian and Susan Hope, who had done all the hard work in organising the run, were unable to attend at the last minute due to the dreaded Covid. We missed them.



Morning tea and thawing out at Prospector Cafe

The journey began in Dunedin with a short run through to Lawrence for morning tea (in front of a lovely roaring fire in Prospector Cafe). Then up through Alexandra to the next feeding and coffee/beer/wine station, the Chatto Creek hotel, a superb old Central Otago hotel built in the local stone and timbers. After lunch, a short cruise through to our overnight stop at Ranfurly. Unfortunately, that leg was a bit more eventful for Doug and Viv Osborne, when their Spitfire ran out of puff in Otarehua. Of course, someone had a towrope, so Colin and Jo Deaker kindly offered their TR7 as the towcar for the last 26 kms into Ranfurly.



Car line-up on bridge near Ophir



Car range and mountain range - both beautiful



Frosty start

Saturday night dinner was at the Waipiata Hotel. You wouldn't think a "quiet country pub" could be so busy - it was just humming (and at that time no doubt a Covid pit). And the food was excellent. The motel complex we stayed in was booked out by us, and we had a use of a separate large lounge/function room, so many enjoyed a few quiet drinks and many laughs later into the evening.



Tough choice?



A key part of the Winter Tour is the curling, at the Souther Hemisphere's only internationally rated rink, in Naseby. 6 teams of 4, over 3 rinks, produced a lot of fun, many laughs, and probably a few aches the next day. I don't recall any big announcement of the winning team or any prize-giving, so sport was clearly the winner on the day.....



Line-up outside the Naseby Curling Rink

A final lunch at the Wedderburn Hotel, another Central Otago icon, was a chance for a final chat, a brag about the curling performance, and a nice lunch, before we all headed home in a few different directions.

Thanks again to Brian and Susan Hope for organising a wonderful weekend, and to Trevor and Jane Payton who took it over and ensured it ran smoothly.

Cheers

Stephen

# The Registrar Reports...

Registrar Reports at 29 September 2022:

At 7/22:

TR6 comm. no. CC28564L, engine CC7978E, rego LCQ911, with new member Chris Henry, Blenheim. See 4/22. Pix on file.

TR5 comm. no. CP2709, rego FEM357/now EH529; for sale in TRansmission July 22, asking \$95,000. Earle Otway, Katikati selling. Pix on file.

TR250 comm. no. CD6987-LO at Waimak Classics asking \$89,995. Restored by David Mehrtens circa 2010. Advertised as a TR5. Pix on file

At 8/22:

TR5 comm. no. CP401-O, rego DG9426, Valencia blue. TradeMe starting \$75,000, buy now \$90,000. Pix on file. Sold within one day.

I purchased this car 14 years ago from a gent that had restored the car to the very highest concours winning standard, the exterior colour, interior trim and mechanical specifications are all correct for this car as per the heritage cert. This is a stunning car that drives perfectly.

TR6 comm. no. CP76847, rego NWD514, pimento, with new member Ted Waetford, Dinsdale, Hamilton. [twatford@gmail.com](mailto:twatford@gmail.com) New to Register. No pix on file.

TR4A comm. no. CTC77416-O, rego IM6863, conifer green, with new member Jim Langley, Papakura 092983657, owned since 1974. New to Register. No pix on file

Present state: body off, chassis stripped, repair and realignment required to RH suspension tower. Body: partially dismantled, doors, wings, boot bonnet and screen .Some repair in usual places but more required.

TR7DHC, comm. no. SATTPADJ7AA 408192; rego TR7DHC on TradeMe asking \$14,000. Closed no bids. Pix on file. (Note TR3A comm no. TS24665-O in background of pix.)

1982. Manual 5 speed. Good original car in excellent condition both body and mechanical. Hood is in great order. Has a wind deflector, radio and heater. Not getting used enough so time for a new owner. New WOF and Reg.

TR6 comm. no. CR2462-O, rego AZT393, TradeMe, reserve met at \$30,000. Pix on file.

A very collectable classic Triumph in original condition. imported to New Zealand when previous owner emigrated. We have driven it many years, up, down and around New Zealand, loved every minute. Speedometer is in miles not kilometres. It has Mx5 seat. The soft top is in great condition, has a wood grain steering wheel, the original is included in sale. The points in the distributor have been replaced with modern ignition system. Has braded fuel lines to injectors, electric fan, gearbox original with overdrive. The differential is a skyline, original differential included also. Workshop manuals for TR5/6 cars plus gearbox and injection system manuals also with sale. It's mechanically sound, recent valve grind, new water pump and new radiator core. There is some T.L.C. needed such as new window winders, and body tidy up, yes there is some rust

TR7 comm.no. AGC15718, rego TR77T7; now with returning member Julian Jones, Warkworth. 021879306. Pix on file;

TR7'Sprint: rego NU2690 on TradeMe asking \$20K. Pix on file.

Here I have my 1979 Australian assembled TR7 Sprint replica up for sale which I have owned since 1996. I converted it to "Sprint" spec's in 2015 with a Dolomite Sprint engine and also gave it a full bare metal respray at the same time and she is still in great condition.

Some of the modifications are:

Vented discs up front with 4 pot calipers

Upated suspension all round, with coil-overs on the front with Koni inserts, and lower upated springs on the rear with Bilstein shocks, upated front and rear swaybars

Rebuilt Dolomite Sprint engine fully balanced with Nitrited crank, ARP bigend bolts, Kelford Rally grind camshaft, vernier camshaft sprocket, double upated valve springs, oil cooler with thermostat, Lumenition electronic ignition, VDO accessory gauges, high torque starter motor, upated oil pump, 12 vane waterpump, oil catch tank, lightened flywheel with heavy duty clutch, twin Weber DOCE 45's with K&N filters, electric fuel pump and extractor exhaust.

It has an adjustable rev limiter which I have set to 7000rpm, very tractable engine even in this form and sings well up to this limit and probably more, but prefer to be safer than sorry. Perfectly useable on road (which I do mainly) or Club/Track day car, and is registered and warranted.

All modifications are fully certified, it also has a log book and a "Certificate of Description" and is a "T&C Schedule" and "Period Group 1" classed car with Motorsport New Zealand.



All original parts come with the car, modified 8 valve engine, factory alloy wheels with good rubber, standard seats trimmed in the same material as the door inserts as pictured, and nothing modified beyond putting factory parts back on/in, door numbers are stickers. Also I have other stripped 2L & 1850cc engines, a spare diff head, and all the old factory parts too. These do not have to be taken with the sale of the car and can be purchased from any other interested parties later on if unwanted by purchaser. Comes with all receipts for over my 26 years of ownership.

At 9/22:

TR6 comm. no CP75800-O, rego FS7765, on TradeMe via Waimak Classics, asking \$55,900 ono. Pix on file

Seven owners – One owner for 26 years; Manual / Overdrive - 150bhp model, very nice usable classic that goes extremely well. Very good condition throughout

TR7DH comm. no. TPASDJAA404559, rego. SX3103; on TradeMe asking \$22,000; pix on file.

This is the last year of manufacture of the Triumph sports car and it is in excellent condition, always garaged, and comes with near new mohair hood, battery circuit breaker, moto lita steering wheel, custom roll bar, lockable fuel cap, wool seat covers, custom boot spoiler. Spares include 2 original factory steering wheels, replacement windscreen, two sets of mag wheels and tyres

TR4A comm. no. CTC78092-O, rego. MM9862, now with new members Russell and Margaret Dale, Temuka. Pix on file.

Imported from England 1985, complete restoration completed 2016.

Kevin

# *Spare a Thought*

Well, the Spares restocking and Indent supply is proving a bit of a challenge again this year. We are not going to meet our target delivery window of late September which has been the norm for many a year.

Supply chain issues are still causing problems. Although Moss are able to supply some 85% of what we need, some critical items like UJ's, Ball joints, Clutches and some Oil filters are proving hard to get. The Moss order is finally on its way, but will not arrive in NZ until November. I have a secondary order on Rimmer's which should fill the gaps, but this order will not arrive until December.

As you may have already experienced, if we cannot supply the part you are after, I can sometimes point you to an alternative supplier in NZ.

That's all for now.....

Happy Fettling.

**Ian H.**

# LINKS

I have included some online articles of interest. You can access the electronic version of TRansmission on the club website and just click the links.

## **British Motor Heritage now offering replacement B-Post assemblies for Triumph TR4/4A/5/250/6 models:**

Continuing its programme of reinstating products that have become unavailable for one reason or another, British Motor Heritage (BMH) has now invested in new tooling specifically in order to produce B-Post assemblies for Triumph TR models 4, 4A, 5, 250 and 6.

To view the full version and related files, please [Click here](#)

If you can't use the link above, copy and paste the address below into your browser's address bar:

[https://newspressuk.com/publicReleaseView/102384/57974?token=jBe0E4ckWqzC87m3HzxV&email\\_encrypt=ZWRpdG9yQHRycmVnaXN0ZXIub3JnLm56RW1haWxIYXNo](https://newspressuk.com/publicReleaseView/102384/57974?token=jBe0E4ckWqzC87m3HzxV&email_encrypt=ZWRpdG9yQHRycmVnaXN0ZXIub3JnLm56RW1haWxIYXNo)

## **An entertaining, TopGear style website:**

[https://drivetribe.com/p/isolating-heres-10-things-every-J\\_uX\\_ureQ5OAgkFWcarQRg?iid=A2KYPrREQXuhGIQ702OB5g](https://drivetribe.com/p/isolating-heres-10-things-every-J_uX_ureQ5OAgkFWcarQRg?iid=A2KYPrREQXuhGIQ702OB5g)

## **Some interesting articles about the TR4:**

<http://tinyurl.com/hjevX9j>

## **An article about the TR7:**

<http://tinyurl.com/jkuyhe2>

## **A review of a TR3:**

<http://www.driven.co.nz/reviews/classic-cars/classic-cars-triumph-tr3/>



## From the TR Register Ireland:

I would like to share some great news with you which we are delighted to be associated with.

Last year, FIVA (The International Federation of Historic Vehicles) to which IVVCC is affiliated launched its **Heritage Hall of Fame** to celebrate world famous figures and unsung heroes in automotive history. Earlier this year, Peadar Ward with the unanimous approval of his fellow board members proposed that he would put forward Rosemary Smith as the IVVCC nominee for the 2022 Heritage Hall of fame and he made a submission outlining Rosemary's motor sport achievements.

Fellow members Martin Taylor and Frank Fennell facilitated Peadar with suitable high definition photographs. We are thrilled to tell you that the submission was successful and Rosemary joins nine other worthy recipients of this prestigious honour. She is the first Irish person to be included in the FIVA Heritage Hall of Fame.

I am sure you will join me in extending our warmest congratulations and best wishes to Rosemary who has been a great ambassador for women and Irish motorsport, an honour that is truly well deserved. Amongst Rosemary's notable achievements were winning outright the Tulip Rally in 1964, and of being the oldest person ever to drive a Formula One (Renault) in 2017. I am attaching the details of the award where you can read Rosemary's citation, as well as the citations for the other recipients. Rosemary is in great company here with names of people many of whom I am sure you will recognise. The list of judges is also very interesting.

Thank you and happy motoring

<https://fiva.org/en/nine-new-motoring-heroes-join-the-fiva-heritage-hall-of-fame/>

Here a link to the TR Register Ireland Facebook Page - plenty of interesting stuff:

<http://www.facebook.com/TRSPORTSCARS>

## TR Racing

As I mentioned in my editorial, I have entered the 2 day, Targa South Island Vintage Car Club Time Trial. I am fortunate to have as my navigator Wes Dayton. Originally from the US, Wes recently moved to Nelson from Sydney. Out for a walk with his wife Prue, he saw my TR in the garage. I used to race one of those he said....

Attached is some fantastic footage of Wes racing at an historic race meeting at Eastern Creek (now call Sydney Motor Sport Park). He admits it was a mixed field, but nevertheless a very tidy looking TR manages to pass just about all the cars on the track.

<https://www.youtube.com/watch?v=4ld7YJ0nr9U&t=32s>



DAVE



# *TRansactions*

**TRansactions**

*For Sale*

## **Jaeger Water Temperature Gauge**

The gauge has been professionally refurbished with new Capillary tube, bulb, bezel and glass .

\$365

Photo's available

Bob Birdsall

[birdsall@xtra.co.nz](mailto:birdsall@xtra.co.nz)



# *TRansactions* **TRansactions**

**WANTED**

**TR 15"x4" 40 spoke wire wheel**

Must be in good condition as I plan to paint it and use it for the TR2 spare.

Frank Cleary

0274393146

[frankcleary@gmail.com](mailto:frankcleary@gmail.com)







LCQ911

GREAT BRITAIN

TRIUMPH