

TRAnsmiSSion





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FRONT COVER OUTER

Steve Martin enjoying himself!

FRONT COVER INNER

Trevor and Jane Payton.
Thanks guys (article page 25)

BACK COVER INNER

RIP Steve Martin,
Former Auckland Group Leader

BACK COVER OUTER

Trudy (Mike and Carol Lester)

Opinions expressed and advice offered herein
are not necessarily those of the TR Register
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their original material.



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TRanSport

When you read this, 2023 will be close to finished. Time flies when you're having fun.....

I don't want to repeat all that I said in my Annual Report, but many of the messages deserve repeating as the year draws to a close. So, thanks to Committee members, Group Leaders, and many others who do their best for members and the marque. They do it because they love TRs and the Register - not for glory and certainly not for the money!

I note again the passing of Steve Martin recently. We have lost a remarkably positive, enthusiastic, and just a good man.

There've been a couple of changes of personnel recently: Thanks to Bill Rogers for his enthusiastic, professional and thorough leadership of the Top o' the South, and to Jon Harrey who is replacing him. Two very supportive members, one of whom has provided a great service and one who we look forward to working with. And to Trevor and Jane Payton who have handed over to Colin and Jo Deaker in the Deep South, thanks from all of us for your amazing service. And welcome Colin and Jo.

We were very pleased with the improved attendance at the AGM in mid-November, but I'm conscious that most of you weren't there, so a few comments: You'll see from the financial reports that we've had a good year with a healthy surplus. We don't seek to make large surpluses and are aware of the material cash reserves that we have, but for various reasons well laid out in Bruce Baillie's excellent Treasurer's Report, the 2023 surplus was better than expected. Bruce spoke to his report at the AGM, explaining those reasons. We will be engaging initially with Group Leaders and also with members about what members want from the Register and how we might put some of our reserves to good use, for the benefit of members and the marque.

We are going to have quarterly meetings (Zoom) between Group Leaders and a few Committee members. The Leaders can share their, and your, thoughts on what's important for members and hear what the Committee's up to and share that with you.

I mentioned at the AGM that we are seeking a member to take on the role of Archivist. This involves overseeing past documentation and records of the Register and TRs - old magazines, film reels, articles, and official records that need some management. If you are interested, please get in touch.

Finally, and most importantly

Merry Christmas and all the best for 2024

Stephen President, 0274782246

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.

<i>Ken Roberts</i>	<i>Alexandra</i>	<i>1975</i>	<i>TR6</i>
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EDITORIAL TEAM

TALK

Welcome to the Christmas edition.

Let's start by thanking Bill Rogers for all his efforts as Top O' The South Group Leader. Bill is standing down after many years of service to the club. He organised regular runs and he and Avril were always enthusiastic participants - notwithstanding the sorry saga that saw his TR off the road for over a year (see previous editions for more details).. Another of our local members, Jon Harrey, has offered to take over the position. Jon is already actively involved with the club - he is a vital cog in the great machine that produces this very magazine. He helps me proofread, and always personally sends the magazines out. So thanks for your efforts to date Jon, and also for your future efforts. Thanks also to Trevor and Jane Payton who are handing over the Deep South group to Colin and Jo Deaker.

Exciting news (well, not really). I've changed the font from Arial to Calibri. I don't know, it just looked a bit neater. Let me know if you disagree!

Enjoy the mag - and as usual, feedback to me.

DAVE

editor@trregister.co.nz





The National Weekend 2024

**Alexandra, Central Otago 29th Feb – 3rd
March 2024**

Just a quick update to all those who have registered for this event and a quick plan of the weekend. The After Tour details will be sent to those attending later.

29th Feb (Thursday)

Meet and Greet at the Centennial Court Motel between 17:00 and 19:00, drinks and Canapés. Dinner is for you to organise in town at your expense.

1st March (Friday)

09:00- 12:00 Concours at Pioneer Park. 12:00 to 17:30 free afternoon to explore the area. We will give you lots of suggestions to fill your day. 18:00 Central Otago Hawaiian BBQ at the Alex bowling club. Pig on a spit, bring your best Hawaiian shirts.

2nd March(Saturday)

Driving day, spend the day exploring the Manuherikia Valley, the Ida Valley and the Stix Valley with lunch at Hayes Engineering in Otarehua. Dinner at the Alex club, for the concours prize presentation, with live music and dancing.

3rd March (Sunday)

At The Packing Shed, 09:00-10:00 the Forum, followed by Brunch. 11:30 NW ends, after tour begins. Heading to Te Anau.

The NW24 email address for all correspondence is:

alextrnationals24@gmail.com

See you in Alexandra 2024!



"The Devereux"

A Test of Man, Woman
Machine



An Update



We watch the press daily..... Keeping an eye on broken Ferries and possible Road Closures up North, but so far so good. But hey... It wouldn't be an intrepid trip if it was all Double Highways for the whole run.

The Devereux is On Track

Almost daily we are receiving calls from registered and non-registered members of the Tour looking for updates and info, which is fantastic. We are getting closer to the start date which is really exciting. The route planning is well underway, and we will publish just as soon as we have it in hand. From what I understand they have taken the form of Rally Pace Notes Really flash!!.

We have had several warnings as well about particular roads in the South Island that are infected with Speed Cameras and Folks who are keen to relieve you of your money. I'm sure the Route Planners will take good note of that and flag them accordingly!!



Those of you who are registered need to really make sure that you have those Ferry Bookings nailed down. Each time we see one of the Ferry boats having banged into the wharf or broken down we have a small bout of pre tour anxiety!! But so far so good!!

Just as a reminder make sure you have your Ferry sorted by contacting:

tony@cookstraitcrossings.co.nz

We now have 36 cars registered for the run. The excitement is building!

Just to Remind You - The Devereux starts at Cape Reinga on 20th February and arrives in Alexandra on 28th February. The Bluff leg will run as part of the after tour from the National Weekend 2024.

The other big news is the numbers have been allocated and the Rallye decals are about to be printed. We plan on making a real splash as the cars drive through the towns on the course. Each car will display two door decals and 2 Rallye decals intended for use front and back on the cars. Jacqui and Grant Oxenbridge are the Queen and King of the Numbering system. We may print up some Un Numbered Decals to allow late comers to participate using a Felt marker! So fellow Members of the TR Register..... We look forward to showing our colours and hearing your cheers as we roll into Alexandra!

On another note... we may plan a Giant Devereux ZOOM Call in January to ensure that everyone has a chance to put up any last-minute plans or thoughts!! Watch this space!!

Give us a shout if in a moment of madness you convince your Co-Driver, against their better judgement, to take part. We will find you a slot!!

Cheers, Chris, Kay, and the Devereux Team

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City of Sails Area Report

Auckland Group Report – December 2023



Our AK Group and the Register is deeply saddened at the passing of Steve Martin, a man with a big personality, a heart and generosity as big and a huge passion for TRs.... (See Obituary on Page 26)



On September 10th we (Booths, Martins, Greenmans TR6s, Stuarts TR4A, and Thompsons TR3A) managed to get a drive in as the weather stayed mostly dry out to the Rangiriri Hotel. A good pub lunch and the road trip just the right amount of time and nice TR driving roads. We had one breakdown, our TR6 (an ignition wiring issue) now fixed and Simon Thompson's TR3A sidescreen came loose and threatened to fall out... other than that it was a trouble free and enjoyable run.

Also, on September 24th was The Distinguished Gentleman's Drive, this is a celebration of classic style. It's an on-road motoring event, uniting pre-1980 classic cars, encouraging drivers and passengers around the world to dress dapper and drive for men's health. All funds raised are



invested in vital research and programs for prostate cancer and men's mental health by Movember. We took this as a good opportunity to partake and support this worthy cause. There was a wide selection of classics registered, representing the TR Register were Booths, Baillies TR6s, Thompsons TR3A, Greenmans MGBGT (their TR6 was off the road) Chris Stiebel Spitfire MK4. Simon Thompson was awarded second place prize for money raised for the charity. The run started in Auckland Domain, then via Grafton Bridge, K Rd to Westhaven then onto the NW motorway ending at the Hunting Lodge in Waimauku for lunch... a great way to spend the day, dressed up and lunch was fantastic.



The 46th Annual Isadora Duncan Rally was held on the 15th October. A good turn out and a great selection of cars (4 TR6s, 1 TR4A, 1 TR3A, 1 TR7, 1 Doretti, 1 Stag, 1 Spitfire, 1 Vitesse, 1 MGBGT). Briefly our route started at Westgate, up along the Old North Road to Helensville, then back onto SH16 to Wainui, Millwater, Orewa on the old SH1 finishing at Puhoi Pub for lunch. The criteria for this rally is a scavenger hunt and questions to answer along the way. The scoring was very close with the overall winner being Clive and Marianne from ATCC in their Vitesse, followed by McSherry's in their TR6 and Helen Ferner and her brother Ray scooped the prize for first wire wheels - a much sort after Isadora Duncan Red Scarf. After lunch we all drove to Wenderholm for a group photo. Thanks to everyone who supported this rally.

Just a reminder about the NW Alexandra and The Devereux Run... get your entries in if you haven't already. Check out the website for our Auckland upcoming events.



Wishing everyone a very merry Christmas and Happy New Year

Murray and Steph



Waikato Group Report – December 2023

It was decided to have an early Christmas dinner this year so not to get caught up in the Christmas chaos. The consensus was to have a pot-luck Xmas dinner in Mid October. We had a good turnout and it was wonderful to see everyone enjoying the Christmas festivities. Thanks to Janie and Mike Tubbs for hosting us and for decorating the house with Christmas decorations (in October!) making the evening extra festive. Our last monthly dinner for the year coincided with the AGM in November. We attempted to join and partake as a group; however, the noise of a social environment made this a bit difficult. We will think of another way we can collectively take part next year. Members did have a healthy discussion afterwards and some suggestions made that will be forwarded to the President to present on our behalf to the committee.

It has been a great year for our TR group here in the Waikato despite the unusual weather the whole country has endured. We have had fewer runs for our TRs, but it has been good to see the number of cars that turn up to the runs are increasing. Our social get togethers have also been an outstanding success with more and more members attending our dinner evenings. Thank you to the Waikato members who have helped in so many ways to keep our events calendar full. Thank you for making my life easier.

Earlier this year we hosted the National Weekend, and I would once again like to acknowledge all the helpers and the organising committee who did a splendid job in making that event a success.

A very Merry Christmas and Happy New Year from all of us here in the Waikato.

Vishu Singh

Pizza Run – 19 November

We started off the morning with a dose of caffeine and a bit of chit chat at the Rhubarb Cafe in Arapuni. Kevin briefed the group on our route and destination as fun was poked at TR6 owners for their reputation of breaking down on runs. From Arapuni we zoomed off to Putaruru, with dad (Vishu) navigating and me driving the TR7V8. After backtracking from a missed instruction (navigator error), we made our way along winding country back roads through Tirau, Okoroire, Matamata, Kiwitahi and finished our run at The Oasis Hideaway in Cambridge for a tasty pizza. Despite the soggy weather, being accused of aiming for every pothole and going too slow, my first ever TR run (and driving the TR7V8) was an enjoyable experience. My father was seriously questioning the validity of his name on my birth certificate, as surely, no daughter of his would drive this slow... but slow and steady gets you to the pizza place I told him. The pizza was good, the conversation was great. I had a good day out and was pleasantly surprised that they didn't talk cars all the time !!

It was hard to fathom out if this bunch got together as a group because they had TRs or they all went out and got TRs so they could hang out together. Either way, it was lovely to be welcomed into the fold and spend a day with my dad and his other pride and joy (his car, of course).

Priya



Waikato Showcase



My adventure with TR ownership began in 1975. I grew up in a central Virginia (U.S.A.) mill town where the Friday night cruise in Detroit muscle cars was the highlight of the week. For some strange reason my slightly eccentric neighbour owned a white 1963 TR4. Cruising down the side street with the top down the TR caught the eye of this 15 year old.

Word came later in the year that the neighbour had enlisted in the U.S. Airforce and the TR was for sale. With \$450 hard earned dollars from farm and garden jobs, the TR was soon parked in the family driveway. The parents were less than happy and the insurance brokers mostly just laughed. Fortunately, the WOF standards in Virginia were nowhere near as strict as New Zealand's. The 12 years of U.S. winters and salted roads had left the TR with rusted sills and guards. I patched things up as best that I could with limited funds and drove it on and off that way for 30 years.

One memorable adventure was a drive in 1989 from Virginia to California via the Grand Canyon and Seattle, Washington with a return leg to Virginia. All together about 6400 miles (10300km) in one month all completed with a cracked cylinder head.

In 2006 Trish and I decided to return to her homeland and raise our 4 year old daughter in Cambridge. There was debate as to whether the TR would make the trip, but fortunately the 20 ft. container became a 40 ft. container and the TR made the cut. Knowing where the rusty bits were, I organised a trip to the Triumph Roadster Factory and a box of sheet metal was shoved into the container.



Once settled in Cambridge, I set about getting the TR back on the road. A stop at a Hamilton restoration shop, and a quick conversation there, made it clear I really should be talking to Steve Payne. Steve and I discussed the project and agreed to proceed. Steve also said that I should talk to one Peter Parker who had

recently completed the restoration on a TR4. I managed to phone the Parker residence one evening and spoke to Peter's son, Peter James. I arranged to call back when his father was home and casually asked how long his father had been working on the car. As I recall the answer was about 30 years. I knew I was in for the long game.

Steve and I started with the frame in May 2010 working 1 or 2 days a week. I must say I was a little surprised when he asked me to cut the body shell in half and bring him the back half first. On each trip back to the U.S. a suitcase was filled with TR parts. Three and one half years later, a wine red TR4 sat in the driveway. In 2019 with the Nationals in Greymouth, I took the opportunity to drive down the South Island's east coast to Bluff, before joining the group on the west coast. The after tour gave me a great look at the lower South Island. In February I will join the Devereux Tour for the Cape Reinga to Cambridge leg of their tour.

Unfortunately, family commitments mean that I will not be able to carry on to the South Island. Still, I will be able to count yet another TR adventure in what will be 49 years of ownership. I know we all sometimes wonder who owns who. I also wonder if that old neighbour would believe his TR is still going strong in New Zealand.





THE TOP O' THE SOUTH

Top O' The South Group Report - December 2023

After a hard-fought campaign amongst a multitude of contenders (a certain Tui ad comes to mind – Yeah Right!) I am now able to advise that there has been a change in the leadership at the Top of the South. Yes, for my sins, I can confirm that the Group Leader role has now been passed over to me (Jon Harrey) and I shall do my best to maintain the standards that Bill Rogers has set over the many years of his leadership – big boots to fill indeed! I think all TOTS members will agree that Bill has done an amazing job as Group Leader, giving freely of his time and energy to organise group outings, write reports for TRansmission, keep us updated with “Roger’s Ramblings”, and being the liaison with National Committee when hosting the 2021 Nationals. Another worthy cause is now sucking Bill’s time and energy but we still look forward to seeing him and Avril at local outings and at NW2024.

Winter and Spring has been a quiet period of activity for our TOTS group. We are very small in numbers and quite geographically spread and it is often difficult to co-ordinate suitable dates and activities that attract a good number of our (small) membership - indeed, Bill was the sole participant at the last outing! I’m thinking of introducing free KFC and tickets to rugby league matches as an incentive to lure new members and some existing ones that haven’t been seen for a while



I recently took part in the inaugural “Distinguished Gentleman’s Drive” which was a great day out with other classic cars on a charity run designed to raise funds for men’s health. The event has been running internationally for 3 years but this is the first time it has run in NZ and was only taken up by volunteer organisers in Auckland and Nelson. Vehicles are required to be pre-1980 and drivers and passengers are encouraged to be ‘distinguishly’ attired. Hopefully this event will grow and be taken up by more regions next year. As most of us are driving pre-1980 Triumphs the event is a great fit for our cars as well as our “distinguished” members.



It would be great to see a few Triumphs in this line-up next year.

Safe Summer Travels everyone

Jon

Wellington Wafflings...

Wellington Group Report – December 2023

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.

Johnathan

Canterbury Tales...



Canterbury Report - December 2023

Foremost I know in everyone's thoughts is Steve Martin's passing on 18th October. Our most heartfelt and sincere condolences go out from all of us in the Club to Steve's wife and family, he will be sorely missed by so many, none more-so than everyone in the TR fraternity. Rest in Peace, Steve.

=====

Greeting fellow TRoupers, well, we have returned! Carole and I spent all of August and half of September in the UK, visiting family, canal boating, Isle of Man Motorcycle Manx Grand Prix, ate lots of pork pies, Stilton cheese, fish & chips and of course lovely UK beer, and extensively touring Wales and Yorkshire, highly recommended. While we were away the Canterbury Troupers were well looked after.

July/Aug/Sept



Denise & John Jones hosted an excellent trip around South Canterbury, finishing up at Two Fat Possums in West Melton, and everyone also had a great time at Armadillos for the monthly meal.

Yvonne & Malcolm's run to Tai Tapu was also spot-on, meeting up at Cocoa Black Cafe in Bishopdale (great meeting point). Everyone was so happy chatting and sipping coffee in the sunshine it was quite difficult getting everyone to start their engines! It was also awesome to see so over a dozen TRs sauntering along in convoy along Brighton Beach and over Evans and Gebbies Pass to our destination, the gorgeous Raspberry Cafe. This is such a great place - there were 29 of us but thanks to Yvonne we had the garden marquee all to ourselves which was just perfect. Then there was a great turnout at Madame Kwongs for some delicious chinese cuisine.

Trudy's story so far, (TR4a IRS) ...

It all started as a whim, well back in the sixties, me and my school/desk mate Johnny B were drooling over some English Sports cars and after much discussion, and arguments, we decided the TR4A IRS was the prettiest car around and the one we liked best.

Wind forward a few years and we both acquired our dream cars, mine was 67 4A IRS in red and John bought a white one, same year 67. We had a lot of good times but by then I had discovered girls which became girlfriends, fiancés and eventually wife which inevitably led to kids. So my beloved 4A had to go and be replaced by a family wagon, in my case this was a Mk 1 Lotus Cortina. I thought it was a great family car, well this didn't go down well and 'er indoors' insisted it had to have 4 doors, so we swapped again for a Mk2 GT Cortina, so that was the end of my Tr ing.

The years flew by, over thirty in fact, and by then Carole and I had moved to NZ. But we eventually caught up again with my old mate John in the UK, and after a few beers we reminisced about the good old days, so I said "what happened to your TR John?", the answer more than surprised me. "Still got it" he said, "It's in the garage underneath a load of junk", not used it for 30 years, wanna have peak?"





When he said it was under a pile of junk nothing prepared me for what I saw, floor to ceiling of everything, papers magazines deck chairs, you name it, I didn't realise that my old mate John was a hoarder. Crawling on my hands and knees I battled my way and found the car, well a rear light and a back wheel and the TR4A IRS badge.

I looked over my shoulder and said "you wanna sell it". He said, "it's all there just hasn't been used for a while". We agreed a price, a very reasonable price, "I'll sell it you at that price, only if you will have a go to restore it". So the deal was done - and the nightmare began. Arrangements were made and the car picked up or should I say dragged out of the garage onto a flat bed truck and into a container, eventually arriving in good 'ol NZ in about June 2014.

Nothing prepared me for what I had bought - it was beyond rusty, barely a panel was untouched. I got it home and had to see if it would run, so a drop of petrol, battery, a couple of spins of the motor and some squirts up the carb, and she was away. She sounded pretty loud, the exhaust had rotted through but oil pressure was good, so I thought winner! - I'll take it for a spin! No clutch no brakes, but it was memorable, up and down a private road. It all seemed to work, except for the brakes, clutch, lights, wipers, overdrive, heater and pretty much everything else! She was alive and running though, it's all I needed, and so the mission began.

So forward wind some 8 years, spent a few bob! and Voila!, Trudy is now complete. Every panel on the car was repaired, not replaced, the original engine and running gear was totally overhauled to completely standard spec. no fast cam, and posh Weber carbs etc, she still runs with the original SU's. I'm sure you will agree it was well worth the time (lots) and effort put into the venture and it is truly Caroles and my pride and joy.



See for yourself at the National next year! - Carole & Mike Lester



Deep South Group

Deep South Group Report – December 2023

The end of yet another year which has certainly been another one of change. A few years ago who would have thought the TR world we knew would have changed so much with Covid lockdowns, travel restrictions, unavailability of parts and the close down of so many businesses. Owning a TR has never been more trying. However, there is light at the end of the tunnel! We have a great number of registrations for the 2024 Nationals, a very positive response - back on track! We look forward to welcoming you all to our wonderful part of New Zealand/Aotearoa.

Things have been picking up here in the south. We have just had the annual Autospectacular and are pleased to report it has bounced back to pre covid levels. The Deep South Group flew the flag once again for the NZ TR Register and we had a lot of interest in the cars and the Group. Our stand this year had on display Colin and Jo Deaker's TR3 and TR6, Richard Whitney's Blue TR6 and Mark McLachlan's Green TR 250.



The 2023 Autospectacular Deep South Display



Colin & Jo Deaker's recently restored TR6,

Richard Whitney's superb blue TR6

It was obvious this year that the number of more modern and modified cars on show is increasing. Although there was a lot of interest in these more modern vehicles the public still seemed to appreciate our type of vehicle. It was quite noticeable that the older members of the public were having to explain the inner workings of our cars to their families!






Mark McLachlan's award winning TR250

Our next outing is the annual End of Year Mystery Tour. Colin and Jo have been working hard sorting out the route and accommodation. The registrations have been rolling in and it will be great catching up with members again.

It was with a sense of shock we learned of the passing of Steve Martin. Steve was a great supporter of the southern end of the country. Many of us have fond memories of Steve and the way he enjoyed life to its fullest. I had a very enjoyable time with him at the Nelson Nationals judging the modified TR7s. It was a great morning and even though Steve professed not to know much about TR7s his knowledge, when it came to the crunch, was very in-depth. Our thoughts go out to Steve's family at this time.

This is the last report Jane and I will be doing. After 13 years of reporting and looking after the Deep South Group we have decided to step aside and hand the reins over to the very capable hands of Colin and Jo Deaker. We would like to thank all the Deep South members for their support over the years and the various National body members for their help and encouragement over the time we have been Area Reps for the Deep South.

 On behalf of all the Deep South members, Jane and I wish the TR families of NZ all the very best for Christmas and a very happy and prosperous New Year and 2024.  

Trevor and Jane

DSG Mystery End of the Year Run

Clear sunny skies greeted us for our Mystery End of Year but with a brisk chill in the air, which stopped most of us taking our roofs off. We started at the Sunnyvale Sports complex and, as we travelled north, then inland at Maheno, there were questions to answer. After going through green rolling countryside, we stopped at the Fort Enfield Tavern for a scone and cuppa. Punters were asked if they could name makes of British motor bikes. The winners named 10- can you?

After morning tea, the countryside changed from green and rolling to limestone in more and more bizarre shapes, including the Elephant rocks- well worth a look. We went through Duntroon and at Kurow we turned and crossed the Waitaki into alien territory- Canterbury! We headed down from the Hakataramea to Waimate (South) where we stopped for a picnic lunch at the Gardens. The long straights on the way let the TR's wind up and stretch their legs....



Some of us stopped at the Waihao Forks Hotel where the famous bottle of beer was left to have after the War, by a soldier on his way to the front. Sadly, it was never collected. A relaxed stop and natter, then off along long straights with sweeping corners, which continued up the Pareora river valley. The Pareora Gorge was stunning as usual with mass of cabbage trees in full bloom.

We then travelled to Geraldine and a very social debriefing followed by a lovely meal at the Village Inn, where we thanked Trevor and Jane Payton for their service as Area Representatives. They were presented with a beautiful taonga made of the same stone we had travelled through in the morning.

Sunday morning and clear, blue skies. Off went nearly all the roofs. It was a cruisy drive with the drivers themselves deciding where to stop. There was Barkers in Geraldine, Mia Flora in Winchester and the Historic Precinct in Oamaru where there was a market day in progress. We were spoiled for choice and then there was the stunning coastal scenery going through Kakanui... Lunch was at the Moeraki Tavern, just south of the Moeraki Boulders, where we sat out on the deck watching the action on the bay. A perfect end to a fantastic run. Thanks to Colin & Jo Deaker for a great trip

Thanks to Trevor and Jane Payton

On our mystery end of the year run, we thanked Trevor and Jane Payton's 15-year commitment to the Deep South Group as our Area Representatives, as they stepped down from the role. The TR Register President, Stephen Higgs, made a presentation on behalf of the DSG and thanked them for the hours of work and dedication they have both put into this role over so many years. Colin and Jo Deaker will be taking over as DSG group leaders.



Obituary - Steven Montgomery Martin

13 September 1956 – 18 October 2023



We lost a great friend and enthusiastic TR owner when Steve Martin sadly passed away.

We first met Steve in February of 2013 when the TR Register held its weekend in Auckland. Steve had recently purchased his French Blue TR6 and it was the first time he had the car on display. He was a very proud owner and took every opportunity to display it wherever there was a car show on. Over the years he spent time on improving and detailing the car to the point that it is now a great car and a credit to him.

Steve also became involved in running the Register, first as the Auckland Group Leader and then becoming a committee member and VP on the national executive, roles that he filled with enthusiasm and diligence. He also became a bit of a scribe, writing an article for *TRansmission*, the TR Register's quarterly magazine, about the activities of the Auckland Group, always signing off with his byline "Remember its never far in a TR"

Over the years our Auckland Group had some fantastic road trips in the TR's attending National Weekends all over the country. Many of you would be aware of this as he was an enthusiastic poster, of both the story and the photos, of our adventures on Facebook. On these road trips it was common when stopping at traffic lights with Steve pulling up either in the front or behind singing along to the music at the top of his voice. He also came up with some disco moves, arms flying above the windscreen, certainly kept us amused. In his previous life he had been a very successful singer and dancer appearing in shows like Happen In, 12 Bar Rhythm & Shoes and in musical stage productions such as Evita. He also represented NZ in the World Disco Dancing Championships in London.

Steves enthusiasm, humour and personality were infectious and he will be sadly missed by all who knew him. We have tremendously enjoyed his friendship and are much poorer for his passing.

Our sincerest condolences to Linda, Hannah, Juliet & Grace.

Rest in peace Steve and "Remember its never far in a TR"

And as Steve was prone to saying "Outstanding"

Auckland Group Leaders Murray & Steph Booth

The Registrar Reports...

Registrar Report to November 2023

At 9/23:

TR6 comm. no. CR2522-O, rego. FQH256; on TradeMe asking \$65,000. Pix on file.

TR7DH rego. TR777; on TradeMe asking \$13,995. Pix on file.

Very rare body kit. Alloy wheels, great directional tyres. New brakes (\$2000). Lots of receipts and history, including original ownership papers. Comes with personalised plates TR777.

TR2 comm. no. 3655-O, rego. BH4887; on TradeMe asking \$60,000. Pix on file.

My much loved 1955 Triumph TR2 convertible. I will update details soon. I have spent a lot of time and effort getting this back to near original. I have however made a number of upgrades to make it more driveable. this includes late model Triumph full synchro gearbox and upgraded overdrive on 3rd and 4th. Gear reduction. Hi torque starter, flamethrower coil. New hardened seats and TR4 valve gear. Dynamator positive earth charging. Halogen lights relayed. Rebuilt wiring loom. Flywheel lightened and balanced. original gearbox, starter and generator, rocker cover available. available. Offenhauser cast rocker cover. older restoration. Hardtop and soft top included in good condition. Also has one Aeroscreen . Engine has had rear seal conversion fitted recently.

TR6 comm. no. CR169-O, rego. DAM35; on TradeMe asking \$59,990. Pix on file.

TR6 comm. no CP52416-O, rego TR6RED; on TradeMe asking \$58,000. Pix on file.

TR3A comm. no. TS69230-LO, rego YL4575; now with new member Geoff Simpson, 1 Oban Road, Browns Bay. Extras are wires, overdrive, heater. Pix on file. *Resto. by P vdSloot 1998.*

TR4A comm. no.CT59549-O, rego. DM4; on TradeMe asking \$69,000. Pix on file.

Restoration completed on this TR4A IRS earlier this year. No expense spared on this 7 year rebuild. Car is in outstanding condition and has been painstakingly restored to original specs. Matching engine gearbox and diff numbers. Has factory overdrive on 3rd and 4th. This car came optioned from new with a surrey hardtop, wire wheels and black trim with white piping. Brand new set of chrome wires. There is a soft top for the surrey as well. It has only done shakedown (100 or so) miles since completion. The motor was completely reconditioned so has yet to be run in.

At 10/23:

TR3A comm. no. TS56476, engine TS56701E, rego. CP2345; white, on TradeMe, sold for \$17,550. Pix on file, new to Register. Estate sale. *Car is in poor overall condition. Bonnet has broken off and broken windscreen. Was running when parked away 15 years ago.*

TR6 comm. no. CP53595-O, rego. HL8589; red, on TradeMe asking \$45,000. Pix on file.

1971 TR6 PI. Rare factory wire wheels! Soft top in good condition, plus has a tonneau cover. Fresh panel and paint. Engine gone over and runs well. Note that the engine has had previous work done on it to increase output, details unknown. Fuel system gone over and properly timed. New brake calipers installed on the front. Brake lines replaced, master cylinder refurbished. New 2 lug wheel spinners fitted. Will require man-hours, but little money, to bring to tip-top condition. Mainly bushes and possibly rear half shafts. An honest vehicle for a person who likes to tinker and has the time to bring it up to a 60k car. Any realistic offers considered.

TR6 comm. no. CP76229-O, rego GJ5482; for sale Transmission Sept 2023; asking \$45,000. 2-owner car. Andrew Lee, Nelson.

TR6 comm. no CR2880-O, engine CR2819HE, rego. SCG8M; now with new member Mike Petersen. No pix on file

Imported ex UK early 1993. The UK rego. was SCG84. Initial NZ rego. was RT923 and personalised plate SCG8M was issued in February 1994.

At 11/23:

TR2 comm. no. ??, rego. JQM715: purple, on TradeMe 11/23 asking \$60,000. Pix on file.

Recent nut & bolt restoration. Actual mileage will change. Some period modifications, such as Weber side draft carbs, sway bar, Koni shocks Original carbs go with the sale. Full leather interior, Motolita steering wheel, new soft top. Fitted with overdrive, TR3 disc brakes on front (original drums included in sale). High torque starter fitted (original bomb starter included in sale). Electronic Distributor fitted

TR6 blue, rego and comm.no. unknown (at Waimak Classics) asking \$85,000. Pix on file.

TR6 comm. no. CC59610-L, rego 7ITR6 (7eyeTR6); on TradeMe asking \$48,000, (was \$55K at 8/23). Pix on file.

Originally a LHD, unknown when and where it was converted to RHD; overdrive. Runs and drives well original condition, i.e., some body work blemishes, it is +50 years. An earlier electrical short required wiring tidy up tt same time dash fascia replaced along with some switches and knobs. Note the speedometer is in miles. New canopy and seat upholstery, floor carpets in good condition. Tonneau cover zips in half in good condition and new set of tyres.

TR6 comm. no. CTC58100-O, rego. MYTR4A; on TradeMe 11/23 asking \$25K. Pix on file.

A ground-up rebuild and restoration in the late 1990's has given this piece of history a new lease of life. There will be strictly one and one viewing only for this vehicle for any interested parties and no test drives. Due to the nature of the sale, pick up of the vehicle and handover of keys will be upon receipt of payment in cleared funds. No hardtop.

TR5 comm.no. CP2709, rego. EH529; on TradeMe asking \$105,000. Pix on file.

Heritage Certificate (original engine). One of only 1161 RHD cars ever made and one of about 20 in NZ. Lovely condition: 25000 miles (MILES NOT KMS) - appears genuine (NZTA accept it is). Massive documentation on its history. Perfect oil pressure. Imported from UK in 2008. Chassis replaced in 1988 (apparently galvanised). Beautifully rebuilt at some point with classic old-school enamel paint. Engine has larger valves and appears to have a mild cam upgrade. Stainless steel exhaust. New fuel pressure pump and filters from Revington just fitted (Nov 2023), including new "vapour-proof" hose. The following in 2023: new front suspension bushes, axle/diff seals replaced. New battery. Full service, inc compression check etc. New WoF (expires April 2024), rego expires May 2024. Matching locks now being installed; stitching around part of one roof window will be repaired; otherwise all good. Microplas fixed rear screen/hardtop/Surrey soft tops included but are not installed and require work.

TR6 comm. no. CR6700-O, rego. TRS1X; with new/returning member Ken Roberts, Alexandra. Pix on file.

TR5 comm.no. CP3101-O, rego. TR5PI; on TradeMe asking \$115,000. Pix on file. The last TR5 made...

Kevin

TIPS AND TECHNICALITIES

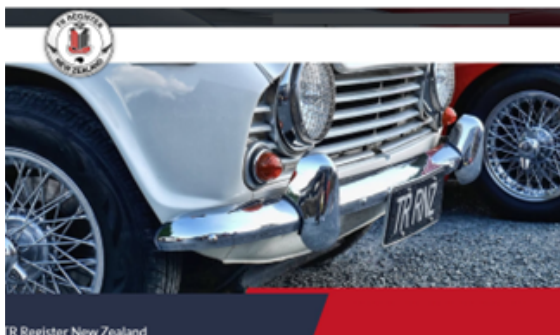
Steering TR2-3

For those of us who have the TR2-3A cars sometimes the steering can be a bit sloppy and vague. However there is a worth while improvement for the steering available from Revington TR in the UK. Part No.RTR3075RK. The conversion is an improved spring loaded Steering Box top cover which has a spring loaded pin that keeps the rocker pin in contact with the steering worm which in turn removes any slop from the steering. Having fitted one myself I found it has transformed the steering and am impressed with the difference. Another TR Register member who has also made the change has expressed his delight at the difference it has made to his steering.

Gearbox 4-4A

How many of you with TR4-4A's have trouble with your gearbox jumping out of gear? It can be quite common in these particular cars. The number one cause is the large hard rubber Grommet fitted around the gearbox tunnel hole which in turn the upper rubber gear lever grommet fits into. If the hole is not in the right spot or the gearbox cover is slightly off line then with the lower Grommet fitted it doesn't leave enough room for the gearlever to push properly into gear and will pop out on the over run (generally 3rd gear). Other things to look for are soft rubber Gearbox and Motor mounts which can allow the drive train to move about. Easiest way to check is to remove the gearbox cover and take the car for a run with emphasis on overrun down hill. Unfortunately if it still jumps out of gear it is probably a gearbox out job.

Ken Pfeffer



Time to get that Christmas Present for your TR !!

**On Behalf of The TR Register New Zealand we bring you.....
The newly designed TR Register New Zealand Grill Badge**

After many hours of pondering designs and colours and sizes and fittings..... the Badge has arrived.

We managed to give a few of the Auckland TR Group a preview after the TR Register AGM last night and judging by the reception of those present our Committee have done it well and done it right.

The badge is now 70mm Diameter (that's 2 3/4 inches in the old world) It is chrome metal backed with resin covering over the artwork. We have upgraded the threaded securing nuts on the back to take an M6 set screw and also included two washers to help you secure the badge.

We think it's pretty elegant and stylish in its new Grey on Grey with Black text and the red centre TR badge.

Note the camera changes the colours... the most accurate image of the colour is the picture top left.

Expressions of Interest in the product were collected back in May of 2023. We have expressions of interest from quite a few Members... and exactly 100 badges have been made in this run.... so they will run out..

Note the price per Badge is \$26.86 (inc GST) and the Packing and Postage will be \$5.95 (national). So the all up delivered price will be \$32.81. Of course if you opt to collect your Badge the Post and packing charge will fall away.

The Badge will NOT be for sale on our Website at this time and of course Members Discounts will not apply to this purchase.

To complete that purchase please simply either call us on 09-9157179 with a credit card or you can pay by Direct Credit to the Hawkswood Bank Account shown at the bottom of the sales order. Please refer to the invoice number showing on your document.

If you did not pre-order but you still want one... or two, please email shop@classiccarparts.co.nz or call us on 09-9157179 and we will sort it out for you.

It will be great to see a Full House of TR's at the national Weekend in February 2024 all wearing the new Badges!!

Cheers

Chris Stiebel & The Team, Hawkswood Classic Car Parts





From our TR friends in Ireland:

Hi folks.

My old friend Peter Wigglesworth has been working on and driving side-screen TRs for 5 decades. Peter is my source of information on our TRs when I don't have the answers.

Peter has developed this adaptor which, after fitting, will enable the temperature gauge bulb removal from the thermostat housing on your side-screen TR. I have had to replace the bulb and tubing on my TR's temperature gauge this summer and it was a costly experience.

Most side-screen owners will have experienced this problem due to corrosion, of being unable to remove the thermostat bulb from the cylinder head resulting in the capillary tubing having to be snipped.

I'm buying this adaptor for my own TR3A.

Peter Wigglesworth's email address is:

peterwigg@icloud.com

Happy TR-ing...
PaTRick MacMahon,
Secretary,

TR Register Ireland.

www.trregisterireland.ie

New TR2/3/3A&B Thermostat Adaptors

I have said before that the TSOA doesn't seek to take adverts from companies but our old friend Peter Wigglesworth is offering a conversion for the thermostat housing that are no longer supplied by the trade. If you are interested please contact Peter direct at his address below.



Water Temperature Capillary Bulb Adapter

This will suit all TR's with direct reading capillary type water temperature gauges.

Having recently tried to buy a couple of these adaptors myself, Revington TR says they no longer have any stock and cannot source them. However, Revington TR still list them as part number RTR8155 and Neil is aware that I am now offering these to TSOA and TRR members.

The item is a superb solution to enable the removal of the temperature bulb from the thermostat housing when the dreaded white powder aluminium corrosion takes hold. You simply unscrew either the brass adaptor or the temp bulb nut and extract same.

No longer do you destroy the temperature bulb when attempting to remove it, at the cost of a replacement or repaired capillary gauge assembly.

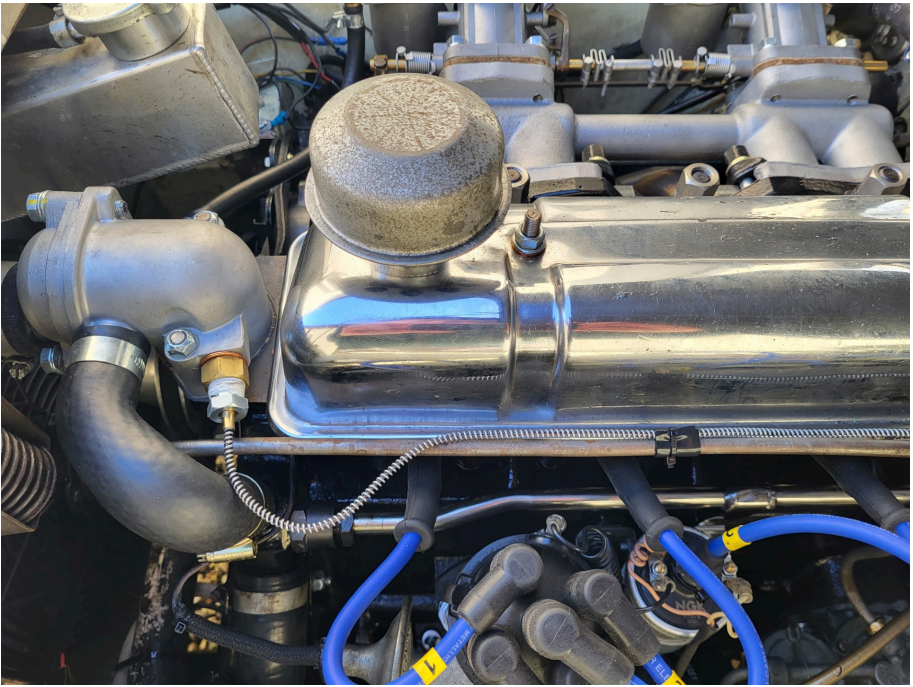
The brass adapters are £14.00 each.
Add £1.50 for second class UK large letter post.
For overseas postage please contact me.

Total for UK delivery is £15.50
See below for payment details.



For those with alloy sumps this adapter can be used to install a regular TR temperature sender (Electrical or Capillary) in the side of the oil sump. You would need to drill and tap the side of the alloy sump to accept this adapter. Details of thread sizes etc can be had on request.

Installation Instructions. Please note that when fitting this item some thermostat housing threads are deeper than others and a sealing washer or thread seal compound may be required if the adapter does not 'bottom' in the housing thread before the hexagon part touches the housing.
DO NOT OVER-TIGHTEN.



TRansactions

Wanted

TR2 Windscreen Wiper Arms
(x 2)

Steve Payne 0210332595
trixrestorations@gmail.com

For Sale

TR2 Wire Wheel Hub

Left Rear \$50

TR3A Door handles, external,
chrome, (pair) \$100

TR3A Axle Shaft
(new old stock) \$100

TR4A Rear Apron
(new reproduction) \$400

TR4A Left Rear guard
(used) \$200

TR4A Bonnet
(used, rough) \$350

TR4A Bootlid
(used) \$250

TR6 A-Pillars left & right Outer (UK
made), (each) \$150

Steve Payne 0210332595
trixrestorations@gmail.com

10 X Tenax buttons plus fitting tool
\$95

TR Side Screens with Dzus Fittings -
pair \$395

Pair Perspex sliding windows \$60,
Single slider \$20

TR Timing Chain Wheel and
Camshaft Wheel Moss part
numbers 057113 & 055971 – new
\$135

Photos available
birdsall@extra.co.nz

TRansactions

TRansactions

For Sale



1972 Triumph TR6 PI

Very nice condition. Comes with both soft top and hard top (hard top requires glass and liner installed). Rego is currently on hold. New tyres, new stainless steel exhaust, all new bushes plus other work. This is a clean, rust free car that will bring lots of driving pleasure for a new owner. Looking for offers around \$45,000. Car is located in Nelson.

Please phone Andy for further information:

027 2748773

leebo131@icloud.com



TR5 1968 in Signal Red, EH 529

Heritage Certificate (original engine). Lovely condition: 25000 miles; appears genuine (NZTA accept it is). Massive documentation on its history. Perfect oil pressure. Overdrive. Imported from UK in 2008. Chassis replaced in 1988 (apparently galvanised). Beautifully rebuilt at some point with classic old-school enamel paint, engine has larger valves and appears to have a mild cam upgrade, stainless steel exhaust, new fuel pressure pump and filters from Revington just fitted (Nov 2023) including new "vapour-proof" hose

The following in 2023: new front suspension bushes, axle/diff seals replaced. New battery. Full service, inc compression check etc.. New WoF (expires April 2024), rego expires May 2024. Matching locks now being installed; stitching around part of one roof window will be repaired; otherwise all good. Microplas fixed rear screen/hardtop/Surrey softops included but are not installed and require work. \$105,000

Keith Williams: 021 081 78638; North Shore, Auckland
kw.kwilliams@gmail.com;



