

TRansmission



TRansmission

TR Register (NZ) Inc. Issue 198 March 2024



TRAnsmiSSion

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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

There'll be plenty of coverage in this magazine about the detail of Nationals 2024 and the After-Tour, so I'll leave that to others. But I can say what an amazing success it was, and express thanks on everyone's behalf to those that made it happen. The planning and organisation were led by Ian and Rona Ramage, with support from a keen Central Otago contingent, and wider Deep South Group involvement over the Nationals weekend itself.

It was a lot of work that produced a lot of fun – a hearty thanks to all.

And thanks to those who attended, nearly 80 cars and about 150 people, making it the largest Nationals ever I believe, certainly in the last 20 years or so. That level of attendance confirmed to your Committee the value that members place on this key event and reaffirmed the validity of our decision to continue with Nationals annually.

Auckland has been announced as the location for Nationals 2025, from Friday February 28 to Monday March 3. More detail will be shared, including a planned linkage at the very large and prestigious Brit and Euro Show on the same weekend, with our large number of TRs being a key display. It will be another cracker time for TR cars and TR fellowship and wonderful promotion of the TR marque.

Those who attended Nationals enthusiastically shared their thoughts at the Forum on the key priorities for your Committee to take away for consideration. There were many excellent ideas to add to those that Group Leaders had shared at a recent Committee meeting. As well as expressing opportunities for improvement, there was a lot of support for the existing strengths of our national "club" and the benefits and value that members enjoy. Providing member value and promoting the TR marque are the key reasons we exist, so they will be our focus as we deliberate on the ideas from the Nationals Forum.

I'm sure that several of you were keen to take on the NZ TR Register archivist role that I mentioned in the last TRansmission. Perhaps you've just forgotten to let me know.....so keen to hear. Thanks.

Enjoy Autumn in your TR. It's often a beautiful time to be on the road soaking up the fresh air and scenery. Cheers

Stephen President

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.

Jamie Hudson	Auckland	1959	TR3A
Bruce Hamblyn	Katikati	1973	TR6
Craig Smith	Napier	1963	TR4
Frank Wesseling	Mosgiel	1980	TR7
Matt Riley	Christchurch	1970	TR6
Sylvia & Paul Manning	Whangamata	1969	TR6
Ken Phillips	Auckland	1962	TR4
Ken Roberts	Alexandra	1975	TR6

EDITORIAL TEAM

TALK

Hi everyone. What a fantastic summer, and a great way to round it off with the National Weekend. Lots of articles about it so I won't add too much, apart from my own experience. A fabulous drive down the West Coast, a night at Franz Josef and on to Alex the next day. Perfect weather and the car purred along beautifully. Great to meet friends old and new in Alex, lovely cars on display and stunning scenery. I went back via Geraldine and the East Coast (including brief stop in Christchurch to catch up with my daughter Charlotte who has just started at Canterbury University). A bit of rain coming out of Geraldine, otherwise again a great drive home. The starter motor packed in at a service station in Blenheim, but a quick-push start got it going again, and I was soon home. An easy fix - just a loose wire.

Next event on the calendar for me is the Vintage Car Club Hill Climb at Sandy Bay - I'll include a report in the next Transmission.

On that note, I'm always looking for articles. Technical, personal, historical, funny. I'm also looking for interesting articles on the internet - I include a page of links which can be accessed from the online version of Transmission. So, pen to paper (or fingers to keyboard).

The cut off dates for articles for the editions are:

Autumn Edition - Saturday 1 June

Winter Edition - Saturday 31 August

Spring Edition - Saturday 23 November

DAVE

editor@trregister.co.nz



National Weekend 2024

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







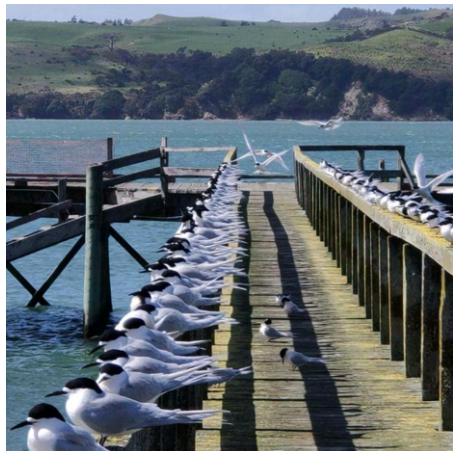
TOP OF THE NORTH Tales

Top Of The North Group Report – March 2024

It has been a while since our last report so a bit to catch up on. There will no doubt be a lot from other groups about the Devereaux tour and Nationals so we will write about other happenings.

Matakohe Visit

Late last year we were blessed with a fine and sunny day. A good chance to blow out the cobwebs and we set off to Matakohe Kauri Museum. Warren and Jill, Malcolm and ourselves in our TR's were joined by Des and Angela in their modern, and we travelled in a convoy to Matakohe via the backroads. We met for coffee with Nigel and Gloria in their Lotus joining us. Mark Veale who lives at Matakohe also joined. After warning the café that we would be back some of us chose not to visit the museum and instead went for a drive to Tinopai. The rest wandered through the Museum marvelling at the magnificent displays of the mighty Kauri, and the simulations of late 1800/early 1900 living conditions. Also of interest was a level dedicated to early steam machinery that replaced the bullock teams hauling and splitting Kauri. At Tinopi Jill took a photo of birds sitting on the wharf –looks a bit like TR's! parking.



After meeting back at the café for lunch, we took the obligatory photo. Yes I know it says No Parking! It was only for a moment so we could get the entrance of the museum in the photo.

Breakfast at Salty Dog

It was a fine crisp December morning just before Christmas when we set off in convey with Malcolm in his TR2 to Warkworth. The breakfast at the Salty Dog is an annual event which is arranged by Nigel Hayman and Chris Watson. Other car clubs like Lotus are also invited. This event has been going for about 25 years. Our car had overheating issues and on the way home we made use of our AA membership and got transported home. The positive is we saved money on petrol. The upshot of this was a deep dive into the cooling system which is now resolved.

TR National Weekend

As you know this year there were two groups:

1. 'The Devereaux ' with cars starting off at Cape Reinga and making their way down to Bluff.
2. Others who were not able to join or would join along the way. Due to work commitments we made our own way to Alexandra.

Some of the North group who were not able to attend did a 'tour of the North'

Nigel's report: A Northern TR excursion

Not being able to attend the national weekend this year, Gloria and myself plus Catherine and Warrick decided to join the brave group who did the full Devereux challenge. We set off north a day earlier from Algies Bay to spend time at Whangaroa Harbour and what a beautiful spot. After a steep walk up to the base of St Paul's rock for a panoramic view of the surrounding area we cleaned up and then visited the local game fishing club for refreshments and a magnificent meal of one of the best seafood chowders, fresh snapper and an excellent seafood pizza.

The next day we visited the magnificent Tauranga Bay, then onto Taupo Bay, Taipa and Cable Bay, then arrived at our motel at Manganui where we met up with the others doing the Devereux trip. The next day's trip to Cape Reinga was a pleasant drive and finally when all the cars arrived we wandered down the path to the Cape lighthouse and back then took the opportunity of lining the cars up for the usual photo shot.

Pleasant weather and surprisingly very good roads saw us back at Mangonui for lunch then onto Kerikeri for our night's accommodation and a very pleasant meal at a local restaurant. An unexpected funeral had us leaving early the next day to return home but a most enjoyable trip to the far north with good company of common interests.

Nigel Hayman

For us the trip to and from the Nationals and After Tour went well with only a couple of mechanical issues – the electric fuel pump stopped working at the top of Lindis Pass and the drivers wiper arm fell off on the Northern Motorway on our way home. We really enjoyed being able to catch up with friends and the scenery is absolutely stunning. Its never far in a TR – yeah right!



Brian and Raewyn Cannons

CITY OF SAILS

Area Report

Auckland Group Report – March 2024

Nothing beats a drive in a TR in sunny weather.... We've had a blinder of a run of good roof down driving weather....even sitting in sweltering sun at the lights makes you smile... We are not complaining and long may it continue.

We kicked off with a picnic at Awhitu Regional Park in November, joined by some hearty souls from ATCC. It wasn't exactly tropical but it didn't rain... We had a great turn out of cars, 16 attended. 12 Triumphs, 1 Swallow Doretti, 1 Bond and 2 moderns. Good catch up and a nice drive. The lighthouse is still closed so we couldn't visit.

Pub Night in December was attended by a great many of you and we thank you for that, it was so good to see everyone, a crazy night of chatter, with talk of Christmas, family, holidays and all that that entails... including the upcoming NW in Alex and The Devereux.

The Annual Breakfast Run to the Salty Dog on the last Sunday before Christmas was also rain free, and attended by 42, including 18 Triumphs.



Last year when we were planning some drives and the picnics to the regional parks, we plucked Sunday 21st Jan out of the air and put it in our diaries.... Not remembering the Annual Stag Run to Kaiaua is on around that time..... Then we found out the date and not to be dissuaded from going on 2 runs in one day we did both..... after all Kaiaua is just down the road from Waitawa and who wants to go home..... So another hot sunny day dawned in Auckland and the drive to Waitawa for a picnic lunch was on, yes it was very busy and we just by luck managed to get there in enough time to secure parking for us all with a tree for some shelter and some dodgy sun umbrellas.... (ours is now in the bin) We had a lovely time sitting chatting and generally enjoying the company. Then off to Kawakawa Bay for an ice cream...then next stop Kaiaua to the pub for a cold one... order the fish & chips and over to the reserve to eat them...

Feb Pub Night our first for the year, a catch up from Christmas and the all important talk of Ellerslie and the upcoming NW.

Ellerslie Classic Car Show - The theme for the show this year is Dress To Impress, we dressed in the era of our cars they were stylish and fashionable when launched and nothing has changed.... We also, took part in the new initiative of something for children to take part in.... they were given a child's passport on entry and then they go round to all the displays that are in there. We did hopscotch and Quoits....

We had 2 cars in the judging ring, the TR5 of Mark & Pip Langford and the TR4 from Waikato.



The Devereux started with much excitement and anticipation and it didn't fail to succeed. We all had an absolutely fantastic time... driving those great roads and meeting up with everyone at the NW in Alexandra and The After Tour. The biggest NW so far, weather was incredible we cooked in 32 degrees one day... and froze on our way to Milford on another... fabulous drives and a fantastically well organised event... thanks to Ian & Rona and their team.. for more details on our travels and photos... look at the TR Register NZ Facebook page. It was an epic drive in our car there and back over 5000kms only 2 days with the roof up. We have challenged our South Island members to bring a group north for NW 2025 in Auckland.

Murray and Steph





Waikato Group Report – March 2024

The last quarter has been a quiet one from the perspective of the TR Register organised events here in the Waikato. The outstanding weather over this summer has encouraged our members to do lots of other things and some have enjoyed longer holidays. However we have had events and runs to go on that were organised by other clubs here in the Waikato.

Also events out of the ordinary for us, like the intermarque concours, in which 2 of our BOP/Waikato cars took part, the Nationals and the Devereaux run added to the activities for our local members.

Now with these out of Waikato activities over, and summer obligations coming to an end, we will be cranking up our monthly dinners and runs. Remember you all are invited to our events. If you are passing through, call any one of our members for an update of our goings-on. Hopefully the TR website will contain this information as well.

Vishu Singh

Auckland Triumph Car Club - Waikato Run 10th December 2023

While waiting in the carpark at the Hamilton Classic Car Museum for the start, I was informed at the last minute by our coordinator that I was the designated person to write up this run. I am good for a lot of words but writing them down is another story.

The day dawned as most have this year with overcast skies and the threat of rain. Thankfully this didn't deter the true TR and Triumph convertible owners and all the cars that could, arrived with their hood in its rightful position- Down!!



After a hot drink and some introductory chatter we set off for a leisurely drive through some great back roads of the Waikato, meeting up with some more members in Te Awamutu, and carrying on through some particularly good windy and fast roads to Otorohanga. (shame about the road works and cow manure in one section, but that's the beauty of our country roads- never know what to expect). A most enjoyable lunch with much discussion was had at the Fat Kiwi Café in Otorohanga. After the obligatory photo, the journey home was a free run and some took the time to take in the sights while in the area.

There was a great turn out, with three TR7 convertibles, four Vitesse (three genuine convertibles), a Spitfire, a Dolomite Sprint and a 2500 saloon.

I managed to get home without getting wet although we did need the wipers for a short time. Thanks to Chris Jones of Auckland Triumph Car Club for organising the run, and inviting us along. It is always great to meet and enjoy the drive with some different models of Triumphs and their owners.

Glenn Rosser (TR7 Spider)

Hamilton Vintage and Classic Car Club - Picnic Run 21st January

It was another fine summer's day and a good day for a picnic, so as I have just got my TR7 99% finished I decided to go on the Hamilton Vintage Classic Car Club annual Picnic Run. The TR Register was invited to attend along with the Auckland Triumph Car Club. After filling the tank I left Tirau and headed for the Hamilton Classic Car Museum to meet up with the other's on the run. There were 4 TR's attending, Kevin & Elizabeth Thorburn - TR7V8, Vishu & Cara - TR7V8, Kevin Blackstock & Viv - TR6 & myself in a TR7.

After the briefing and getting route notes, we headed off for a leisurely drive through some of the picturesque countryside around Hamilton, through Te Kowhai, Ngaruawahia, Waingaro before ending at Lake Puketirini, which used to be an open cast coalmine located just over the bridge in Huntly. After lunch and a natter we all made our way home in different directions. At a guess I would say that there were at least 30 cars of all makes and ages that attended. Walking around the carpark brought back some fond memories of cars we don't see much these days – it was great to see them.



Wally Gillard (TR7, TR8)



Waikato Showcase



1973 TR6 GN9904
- Vishu Singh

I have owned several TR6s over the years and have a love hate relationship with them. When I don't have one, I miss it and when I do have one, I get sick of its natural temperament.

I purchased this TR6 about 2 years ago, just after the Covid inflicted restrictions were lifted. It was auctioned on Trademe by a gentleman in Auckland. He had owned it since the mid-nineties and was his regular drive till he had kids and was no longer suitable. The car was put in the carport (with sides) and left there. That was in 2005 and the car was left there till he moved during Covid restrictions. Luckily he had kept the rego alive. He said he had attempted to get the car going and had managed to start it but wouldn't run. The car was originally injected but now sports 2 carburettors which are too small for the engine capacity. I was lucky that all the original injection bits came with the car.

The car was purchased sight unseen and I was a bit apprehensive when I went to pick it up. I was pleasantly surprised that this was as rust-free as described. The outside was scruffy and that was exactly what I was looking for. A car with patina! I couldn't open the bonnet as the cable was broken. The wheels were all pumped up and rolled freely so was an easy winch onto the trailer.

Once I got it home, the first thing was to get the bonnet open. Glenn Rosser who happened to have come over to look at the car, managed this feat with relative ease, using a pinch bar from underneath while the car was still on the trailer. To all those who have installed those aftermarket back-up bonnet releases, you needn't have! I managed to get the car started. But it wouldn't run. All electrics seemed to work - to a degree. This wasn't bad for a car that sat around since 2005!! The car was put back on the trailer and was put into storage where it sat until mid-January this year.

During one of our many conversations about nothing important, Glenn asked what I was going to do with the TR6. My flippant response was that I will go to Cape Reinga with the Devereaux participants. Well, that started off our plans to do it. The car was taken out of storage and delivered to Glenn. The fuel tank was removed and I got the job of cleaning it out. I was surprised to discover the numerous pipes and cavities inside the fuel tank of these injected cars. Very different to the tank out of my TR4A which I had recently cleaned as part of the resto process. The best way I found to get all the nasties out of the tank was to use a siphon hose as a vacuum cleaner to suck out debris from the bottom of the tank. This worked a treat! Glenn attended to the rust holes on the back deck where some plonker had pop riveted the domes of the soft top into the rear deck. A quick check over and I was off to get a WOF. As expected, it didn't get a WOF, but got a list. The list was not too long. Mainly small items like wipers, a brake line that he said looked rusty and a bit of surface rust he wanted some paint on, some fuel lines that were to be secured as the clips were missing. Even though it had passed the brake test, we renewed all the rear brakes and hoses. Glenn also replaced all universals on the half shafts as it had a slight vibration. I t got an oil change and a pair of new shocks to the front.



Now sporting a new WOF, GN9904 was ready to go. Well, not quite. It developed a miss. This was tracked down to a faulty rotor. That sorted and a quick balance of carbs we were ready to go. By this stage we had covered about 50 kms. Not much of a test run!

Before the day of departure, I hooked up my trailer to my van and left instructions that we may need them when we broke down. Always pays to have Plan B There were 3 cars going North to the Cape from the Waikato. Malcolm Bennet in his TR6, Tim Bradshaw in his TR4 accompanied by Kevin Blackstock and Glenn and I in GN9904.

I was getting excited about the trip. It was not the destination but the apprehension whether this car will make it that far. 2 things were against it. First, it is a TR6 and secondly, it had not been driven anywhere since 2005. That was almost 20 years ago. We had not done anything to the running gear, didn't know what the motor or clutch or box was like. It was the excitement of the unknown. The morning arrived and we packed the car and off we went. The car drove beautifully and we did the whole trip from Hamilton to Cape Reinga and back without any problems. The overdrive was a bit slow to come off but this improved with use. We shared the drive and neither of us are known to be kind to cars, and it survived. Absolutely nothing went wrong with the car. We did a modest 36 mpg. (as witnessed by Tim and Kevin) and covered almost 1500kms.

At the moment I have warm fuzzies about this TR6. The plan is to return it to injection as the carburettors do rob it of power. I do have all the original parts to do this but am a bit concerned about the ills of the Lucas system. Being a purist, I have to concede that we will have to modify the original system to make it much better. The car looks shabby. It was last painted before the previous owner bought it, making the paint job more than 30 years old. It was amusing to overhear another TR member commenting to her partner how good it was to see my car cos it just made theirs look so much better!! Someone else asked me if it was work in progress. I had to inform him that no, work had finished as it was now road legal and proven to be reliable. What else would one want from a TR?



Bay of Plenty Travellers

Bay Of Plenty Group Report – March 2024

After a very soggy Christmas lunch at the beginning of December we treated ourselves to a 'breakfast run' mid month to the Talisman Hotel in Katikata. The day was sunny and fine, and we enjoyed the standard 'car club' meal that is put on once a month. A few cars joined the VCC picnic lunch on January 1st at Taupiro Point on a hot , sunny day, with hoods down and sidescreens [where applicable] off.

Our luck ran out for a planned trip to the Rotorua Lake Front Car Show, when we cancelled due to a convincing wet weather forecast, which of course was wrong! Gary & Heather along with Nick & Ali took themselves latter in the morning to the show, and Jane & I met Peter & Anne Seaton in our 3's for coffee.

February we had our 'Pub night', and heard the plans for Nationals from Gary, Heather, Nick & Ali. The next planned meeting was to be the Jazz Festival Car Show and Parade on Easter Monday at Mount Maunganui.

Gary Kingston sent the photographs, and report from the Nationals:



Four cars from the Bay of Plenty joined the Devereux Tour to 2024 TR Nationals in Alexandra and the after tour to Te Anau, Invercargill, Buff and Dunedin. They were Gary & Heather [TR6], Nick & Ali ['TR6], Frank & Ann [GTR4A Dove], and Mark & Pip who were starters in their TR5, but a failed shock absorber caused them to pull out. Undaunted, they attended the rally in their classic campervan. Despite a couple of car hiccups we all enjoyed the 20+ days of driving the North and South Islands.

We are especially proud of Nick and Ali Kemps winning this year's Pride of Ownership award with their beautifully presented Red TR6, and a win for Anne's immaculate GTR4A Dove

The 'after tour' finished with an outstanding farewell dinner at the Dunedin Club attended by over 70 TR enthusiasts.

Jane and I really missed out on the Nationals!

MICHAEL



TR Register Concours Results - Alexandra 2024

Masters Class	First	Grant & Kate Burgess	93%	TR6	Blue
	Second	Lyn & Val Scott	89%	TR7DHC	Aqua
	Third	Brian & Raewyn Cannons	87%	TR3	Red
TR2/3	First	Graeme & Joy Thomas	95%	TR2	BRG
Standard Class	Second	Gary Parker & Joy Calder	87%	TR2	BRG
	Third	Bryan & Carol Thomas	83%	TR2	White
		The Tinkler Family Trophy			
TR2/3	First	Jim & Karen Davis	76%	TR3	White
Modified Class	Second	Simon & Judy Thompson	73%	TR3A	Red
	Third	Dave North	61%	TR3A	Blue
TR4/5/250	First	Dermot Martin & Debbie Fraser	85%	TR5	Valencia
Standard Class	Second	Jonathan & Michelle Foate	76%	TR4A	Red
	Third	Russell & Margaret Dale	60%	TR4A	White
		The Robert Johnston Trophy			
TR4/4A/5/250	First	Philip & Barbara van Deurs	91%	TR4	Red
Modified Class	Second	Ann Cleary	90%	Dove	Rosso
	Third	Stephen & Gael Higgs	87%	TR4	Red
TR6	First	Murray & Steph Booth	92%	TR6	Magenta
Standard Class	Second	Colin & Jo Deaker	91%	TR6	Yellow
	Third	Mike & Janie Tubbs	89%	TR6	Topaz
TR6	First	Ken & Teresa Pfeffer	87%	TR6	Damson
Modified Class	Second	Nevelle & Christene Ridd	84%	TR6	White
	Third	Barry & Kay Ricketts	74%	TR6	Red
TR7/8	First	Richard Wooster	88%	TR7FHC	Aqua
Standard Class	Second	Dave & Mandy Harrey	53%	TR7FHC	Orange
		The Mence Family Trophy			
TR7/8	First	Jon & Cheryl Harry	87%	TR7DHC	Red
Modified Class	Second	George & Helen Looman	76%	TR7FHC	White
		The Janice Egan Memorial Trophy			
Pride of Ownership	First	Nick & Ali Kemp	89%	TR6	Red
	Second	Malcolm & Jan Devereux	84%	TR2	Red
	Third	Ian & Rona Ramage	81%	TR6	Black
Peoples Choice		Jim & Karen Davis		TR4	Powder Blue
Presidents Award		Ian Harris		TR6	Red
Barry Wilson Memorial Trophy		Jim & Karen Davis		TR4	Powder Blue
Enthusiasts Plate		Chris & Kay Stiebel		Spitfire	Red
		The Classic Cover Cup			
Highest Overall Points		Mike & Janie Tubbs		TR6	Topaz

Hawkes Bay Happenings. .

Hawkes Bay Group Report – March 2024

Sorry I didn't get the Hawke's Bay Happenings in the last Transmission, so I will update as necessary.

We were very sorry to hear of Steve Martin's passing in October, I am sure he will be greatly missed in the Auckland region and also at National Weekends where those in the rest of the country will remember his humour and dedication to the TR marque. We will always remember his quip of 'It is never far in a TR'. Hopefully he is in a happy place where TRs never break down and go on for ever.

We have managed a Club Night at the Good George Taproom in Napier and a lunch run to the Puketapu Tavern which is now open again and serving the good food it is known for. It was flooded during Cyclone Gabrielle and the bridge was washed away. The photos are from under the bridge on a good day and then at the peak of the flooding when the bridge was washed away so you get an idea of how much water came through.



December 3rd is time for our Christmas get together, kindly hosted by John & Jenny Palmer at their vineyard property in Maraekakaho.



December means summer has started so we had a lovely hot and sunny day - NOT! But nothing deters a TR group so we gathered and enjoyed a very pleasant lunch inside looking over the river terraces. It was great to have some members who we haven't seen for a while, attend, and catch up with them and their TRs. Photos of 2021 and 2023.



Our first run of 2024 was on the 4th of January with Fish & Chips on the beach at Haumoana. 8 TRs gathered at the takeaway however as there was a very strong wind blowing off the sea we moved to Haumoana Domain

where we found a parking spot for the TRs and sat in the domain away from the wind. A lovely evening catching up with the group.





Our end of January beach run was postponed because of the weather, after weeks of very warm sunny days. On February the 4th we met at the Red Bridge Container Café for coffee. 5 Cars this time although only 4 headed south down Kahuranaki Rd to Kairakau Beach for a lovely picnic by the sea. No one was keen to have a swim though as the sea felt cold and again

the sea breeze was cool. It was great to have Ian & Elizabeth along in the newly acquired TR6, quite a smart looking car. And then the cruise home up Middle Road. A lovely day for TRing.

We would like to welcome a new member, Craig Smith and Lana, who have recently purchased a TR4 CT11263 O which is one of those 'gunna' cars. The previous two owners over a period of 35 years had intentions of 'gunna restore it'. I am sure Craig will finally get the job done and it will be good to see it on the road again.

3 Hawke's Bay TRs are looking forward to the journey to Alexandra over a few days for the National Weekend. Report on this next time.



Happy TRing
Graeme & Joy & the Hawke's Bay Group

Wellington Wafflings...

Wellington Group Report – March 2024

The summer driving season in Wellington is traditionally defined by two multi-marque classic car gatherings: the Lake Ferry classic motoring excursion on the second Saturday of December and the Wellington British and European Car Day on the second Sunday of February.

Both these events are distinguished by a relaxed approach to organisation and an almost complete lack of any form of competition. The main point of both is simply to have a day out with your car in the company of fellow enthusiasts. This summer it was good to see both events being well supported by Wellington TR register members. In the case of the Lake Ferry run it was also good to see Palmerston North member Philip Young, with son Bradley co-driving the TR6.

Local Wellington members also got together for a meal on the last Wednesday of January at the Waterfront bar and restaurant in Raumati Beach. The evening was organised by Doug Monks, who even brought his TR7. The so-called group leader considered bringing his TR3A, but these days he doesn't like to drive far in it after dark – I suppose he must be getting old.

In his defence, he still likes to drive it in the daytime and, I'm sure like all who attended, had a great time on the Alexandra National Weekend. Congratulations and thanks are due to the organisers, both for putting together a highly enjoyable event and giving us an excuse to put in some serious mileage on excellent South Island back roads.

Johnathan

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](tel:0211247950).



THE TOP O' THE SOUTH

Top O' The South Group Report - March 2024



With International Drive your Triumph day looming on February 10 (conveniently this year on a Saturday) an outing for TOTS members was arranged up to Lake Rotoiti which gave both Nelson and

Marlborough drivers a nice run in their TR's. For our run we were joined by two members from the Triumph Stag club and also a Triumph 2500 which helped swell our numbers to 9 cars. We lined up near the lakefront and enjoyed a picnic lunch and a natter whereupon it was revealed that Bill had had a run-in with the constabulary on the run to the lake.

Somehow he had been picked out from the middle of the convoy of 5 Triumphs that were all travelling together at the same near-law-abiding speed and given a lecture and a warning by a not-so-friendly cop. Personally, I think the officer took a liking to Bill's lovely TR3A and just wanted a closer look!





Picnic lunch at Hayes Engineering- Oturehua

Less than 3 weeks later and 11 of our Top of the South members departed in 6 TR's (3 each from Marlborough and Nelson) for NW2024 in Alexandra. All 6 arrived without any significant issues and we enjoyed a wonderful 3

days of Central Otago heat with some fabulous scenery, amazing roads and the usual fellowship and banter that occurs whenever TR owners get together. We even managed to come home with some of the concours awards with each of the Nelson cars having received an award. An ex-Nelson TR7 also featured amongst the awards so a successful outing!



A Brief Stop at Waihola Lake

Two cars from the Top of the South joined the After-tour – Bill and Avril in the TR3A and Jon and Cheryl in the TR7. First stop was Te Anau where there was a slight change in temperature from the Central Otago heat of close to 30 degrees to a balmy 2 degrees along with fresh snow on the mountain tops in Te Anau. Brrrrr! It was wild run from Te Anau down to Invercargill in gale force winds but a much improved run through to Dunedin with a varied choice of route options. Your group leader had a glorious run through Gore, Tapanui, and Lawrence and then turned off at Waihola and explored the beautiful coastline from the Taieri river mouth through to Dunedin. The farewell dinner at the Dunedin Club was a real treat in a grand old building and with farewells said it was time to head homeward.

Over 11 days Cheryl and I covered 2806 kilometres in our TR7 and averaged 33.65 miles per gallon or 8.45 litres per 100 km in modern parlance. We had mostly trouble-free motoring except for an exhaust manifold leak and a puff of smoke from under the dash after which we had no headlights! We did however manage to get home under our own steam and not on the back of a transporter as rumour has it happened to one of our members. Ah well, isn't that why we all pay for AA membership !?

Jon



Canterbury Tales...



Canterbury Group Report - March 2024

Salutations fellow Troupers! Well, what a busy time us Cantabs have had over the last few months, what with Christmas, New Year and, of course, the world-famous Nationals in Alexandra held at the beginning of March. Starting off with Christmas then, we had a great turnout for our yearly Christmas event, this year a High Tea but also with a trial run of the Hawaiian Barbecue theme in readiness for the Nationals. So as you can imagine it was a colourful event full of fun and laughter. Here's a colourful line-up also of the TRs.



New Year saw many of us making our way to Kaituna Valley for a drive around Banks Peninsula's pretty bays to a secluded valley reserve where we enjoyed a picnic in the shade.

Now on to the more important stuff! What a sterling effort by the organisers of the Nationals Weekend held at the end of February, I think one of the best-attended ever. Canterbury did really well with nine awards and I'm sure the other groups are just as proud of their achievements. And what about the The Devereux crew, that was an amazing feat all the way from Cape Reinga to Bluff and many driving back too. Well done to everyone who participated and we look forward to hearing everyone's stories. The TR grapevine tells us that the challenge is already on for a Tiki Tour from South to North for next year's Auckland Nationals!

A TR2 is re-born

We're not storytellers but with the help of some AI (artificial intelligence for those not familiar) we thought you might enjoy reading the results when we asked 'Chat GPT' to write us a story on the restoration of a 1954 TR2. The response is, well, to be honest pretty damned close I'm sure to many a true story of how many of our precious TRs were re-born.

In the heart of a small, sleepy town nestled among rolling hills and winding rivers, there lived an old mechanic named George. George had spent his youth working on all sorts of cars, but he had a particular soft spot for British sports cars of the 1950s. Among these, the Triumph TR2 held a special place in his heart. It was not just a car to him; it was a symbol of freedom, adventure, and the golden age of motoring.

One autumn afternoon, while wandering through the local scrapyard in search of parts for another project, George stumbled upon the neglected shell of a 1954 Triumph TR2. It was a sad sight. The paint was faded and flaked off in patches, revealing rust that ate away at its once sleek body. The engine was missing, the interior was a home to rodents, and the convertible top was nowhere to be found. But where others saw a hopeless wreck, George saw potential and the chance to bring a piece of history back to life.

Without hesitation, George arranged for the TR2 to be transported to his garage. As he set out on this ambitious restoration project, he knew it would require all his skill, patience, and the help of a few old friends. The journey began with stripping the car down to its frame, treating the rust, and repairing the bodywork. George spent countless evenings in his workshop, painstakingly shaping metal and smoothing out dents, determined to restore the TR2's iconic lines and curves. Finding parts for the car was a challenge in itself. George scoured the internet, attended classic car meets, and reached out to a network of enthusiasts he had built over the years. Piece by piece, the TR2 started to come together. He managed to find an original engine, which he meticulously rebuilt, along with the gearbox and suspension. The interior was reupholstered in fine leather, matching the original specifications, and the dashboard was restored to its former glory, with each gauge carefully refurbished.

As months turned into a year, the TR2 began to resemble the car it once was. The final touch was painting it in its original colour, a gleaming Signal Red that seemed to capture the spirit of the 1950s. When George finally reinstalled the polished chrome bumpers and fitted the new wire wheels, the transformation was complete. The Triumph TR2, once a forgotten relic, stood before him in full splendour, ready to conquer the roads once again.

On a crisp spring morning, with the sun casting a golden glow over the hills, George took the TR2 out for its maiden voyage. As the engine roared to life and the countryside blurred past, he couldn't help but feel a deep connection to the past, to the countless craftsmen and drivers who had cherished these machines. The restoration of the Triumph TR2 was not just about bringing a car back to life; it was a testament to George's passion, perseverance, and the enduring legacy of classic automobiles. In that moment, with the wind in his hair and the road stretching endlessly ahead, George knew that all the effort was worth it. The Triumph TR2 was not just restored; it was reborn.



Mike & Carole Lester



Deep South Group Report - March 2023

Our first run of the year was at the end of January with a short drive which left the Mosgiel Railway station and headed south down the coast through Brighton and Taieri Mouth. We then stopped for a social drink at the Lake Waihola Tavern. After a cool one, we headed to Peter and Lauren Watkins' beautiful landscaped garden for a barbeque. (Note- Their garden was entered in the Taieri Open Garden Fundraiser, which saw over 400 people enjoy what we got for free!). A big thank you to Pete and Lauren for hosting this event.



Well, the TR Nationals have come and gone. We would like to express our group's gratitude to Ian and Rona Ramage, and their team, for such a fantastic Nationals with a great turnout of 79 cars and proud owners from all over, including Australia! It was especially pleasing to see so many cars entered in the Concours and, on that note, a big thanks to Frank Cleary for organising this. The good weather certainly makes for an enjoyable time and the great open roads with virtually no traffic made it memorable.



Our next event here in the south is our annual Change of Seasons Run, happening the 20th of April. If any other TR enthusiasts are in the area at this time, you are more than welcome to join us. Please contact us for more details.

Lastly, a big welcome to our new members, Frank and Val Wessling, who have acquired a very nice TR7. We hope you enjoy the runs and camaraderie of our group.

Jo and Colin Deaker

NZ Warbirds on display at Ardmore

A very fine Sunday on the 10th March saw 4 TR Register cars in a display line up of 16 cars that either raced in the years 1954 to 1962 when the airfield was used to run the NZ Grand Prix meetings or they are of the same make and models to those that did race at Ardmore at that time.

An impressive line-up of Warrick Orr's TR3A, Malcolm Frazer and Nigel Hayman's TR3's and Dennis Craig's TR4 were amongst a classy lot of E Type, D Type, C Type, XK120 and XK140 Jaguars, an Austin Healey, Lotus 11 & 18's, a Cooper Norton, a Buckler 90, a Gemini FJ and a FMZ FJ.

There was lots of interest in the cars that were perfectly displayed in a prime spot with every person entering and leaving the air show having to walk right past us.

The record crowd attending certainly got their money's worth with the Warbirds line-up, plus the display areas and the air show over 5 hours with some beautifully restored iconic war time planes that included names of Albatross, Bristol fighter & scout, DC3, Harvard's, Corsair, Kittyhawk, Mustang, Chipmunk, Spitfire, Venom, Yak's, tiger moths, helicopters, plus many others.

A highlight was a McLaren car vs a Pitts S-1SS Aerobatic plane doing a drag race over 3 lengths of the airstrip with both having to do turns at each end and although very close the plane won and celebrated with a near vertical victory roll. This was followed by two fast laps along the runway of the famous Britten motor bike which was an innovative world record setting design built by John Britten during the 1990's.



The restoration work and displays the NZ Warbirds have achieved makes this a very desirable venue to visit when they have their air shows.

Nigel Hayman



The Registrar Reports...

REGISTRAR REPORT to 7 MARCH 2024

11/2023:

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

TR5 comm.no. CP3010-O, rego. TR5PI, on TradeMe asking \$115,000. Pix on file. Ex *Chris Watson - **The last TR5 made..** see full details in 'For Sale', TRNZ website.*

12/2023:

TR3A comm. no. TS55558, rego. BSD469; white no hardtop, white wind wings, white-painted wires; body EB52969; at Waimak Classics; asking \$59,990. Pix on file. **01/24:** now with new member Jamie Hudson, St Mary's Bay. *This car was sold new in England and shipped to the USA by its original owner - so factory RHD. It was first registered in NZ in 2004 and had one owner (last) in New Zealand for 17 years and a previous owner for 1 year.*

TR6 comm. no. CP76566-O, rego GO154, on TradeMe asking \$79,000.

2/2024: At Waimak Classsics asking \$69,990. Pix on file.

The fuel injection system has been fully overhauled. The Lucas fuel pump and the fuel metering unit have been stripped and rebuilt. All fuel injectors have been removed and reconditioned and fitted with new fuel lines.

TR4 comm. no. CT11263-O, rego.BE4490, white/red trim. No pix on file.

For sale to someone who wants a restoration project. It has been stored dry for 30 years; has Surrey top and overdrive. Please email gcsmrayond@gmail.com (Geoff Raymond) to arrange viewing.

TR6 comm. no. CP52416-O, rego. TR6RED now with new member Malcolm Bennett, RD5 Hamilton 3285. Pix on file.

01/2024:

TR6 comm. no. CR2522-O, rego. FQH256 now with new member Bruce Hamblyn, Katikati. Pix on file. suebruce24@gmail.com

TR6 comm.no. CP53612, rego WB8077 on TradeMe asking \$47,000. Pix on file.

TR6 comm. no. CF2948-U, rego PNA297, on TradeMe asking \$\$49,000. Pix on file.

1973 Triumph TR6 PI in very good condition. Fitted with J Type overdrive (3rd and top gear). It has just had a newly overhauled ex UK fuel metering unit installed as well as fuel delivery tubing and the injectors were serviced around 200km ago. Around the same time the head was professionally overhauled with new valves seats and overhead gear. As well a new cam chain, vernier drive gear was fitted. The engine end float was checked a year ago (sump off) and found to be at the minimum of the allowable range. Many new parts in recent years such as steering rack, door hinges, door seals, some lights, wiring upgraded, new seat covers, new windscreen, frame painted and new seals. The car was wax-oiled ziebarted from new before delivery to the USA where it was based until shipped to NZ in the 90s. The paint is original and thin in places plus there are stone chips but overall the car looks great (in my opinion). There is a geared starter supplied with the car and a new hood which I will not have time to install (quote of 1000 last year for this install). Present hood is original but fine - just a couple of nicks. There is a hood cover and a tonneau that needs some work. I have fitted new Armstrong shocks to the rear around a year ago

TR4 comm.no.CT12560-O, 1962, rego. BBE179, on TradeMe asking \$49,950. Pix on file

See full details in For Sale entry in TRNZ website.

TR4 comm.no. CT11263-O, engine no. CT11205E, rego. BE4920, 1963, red, now with new member Craig Smith, Hawkes Bay 4182; 0274333182. No pix on file.

Previous owner Geoffrey Raymond. This vehicle has been in storage for the past 30 years. Restoration work about to start. Heritage certificate being obtained.

2/2024:

TR4A comm. no. CTC58100-O, rego. MYTR4A, on Trade Me 1/2014 relisted at \$43,000, 2/24 sold at \$47,200. Pix on file.

TR7DH comm.no. TPZDJ8AT205860, rego. FASTR7, ex Keith Allott now with new member Frank Wesseling, Mosgiel. Pix on file.

TR6 comm. no. CR169-O, rego. DAM35, now with member Ian MacPherson, Napier. Pix on file.

TR6 comm.no .CP26874, rego TA1170, now with new member Matt Riley, Halkett, Canterbury. No pix on file.

TR6 comm. no. CC27394-L, rego. TR OK; now with new member Paul Manning, Whangamata. Pix on file.

3/2024:

TR4 comm. no. CT4944-LO, rego.TQ2505, on TradeMe start price \$40,000. Pix on file.

This car has been extensively modified to enhance its performance and safety. Mods incl: a low inertia steel crankshaft with dummy mains, fast road cam, alloy head, twin 45 DCOE Webers. programmable electronic ignition, AP Racing 4 pot calipers, booster, dual master cylinder, 5 speed Toyota gearbox, Quaife LSD, 15 inch Minilite wheels. Body mods are similar to works rally cars. The distance listed is in miles. Actual distance is unknown. A full list of improvements and original parts and spares can be obtained by contacting: jd.langley@icloud.com

Kevin

TIPS AND TECHNICALITIES

A type Overdrives

If you are enjoying your motoring with an A type Overdrive fitted (usually cars up to 1973) be aware that if at anytime you find you are unable to back up DON'T force it. The most likely cause is that there is a problem with the one way bearing in the Overdrive. Excessive force will probably explode the bearing making a large portion of the Overdrive unit scrap. Photo is of a bearing caught just in time and Overdrive saved. Probable cause was in a previous rebuild of the unit a thrust washer in the Planet gear carrier had been left out which resulted in too much end float allowing the bearing cage to ride up over the rollers and jam.

Ken Pfeffer



LINKS

An electronic version of Transmission is available on the club website:

<https://trregister.co.nz/transmission>

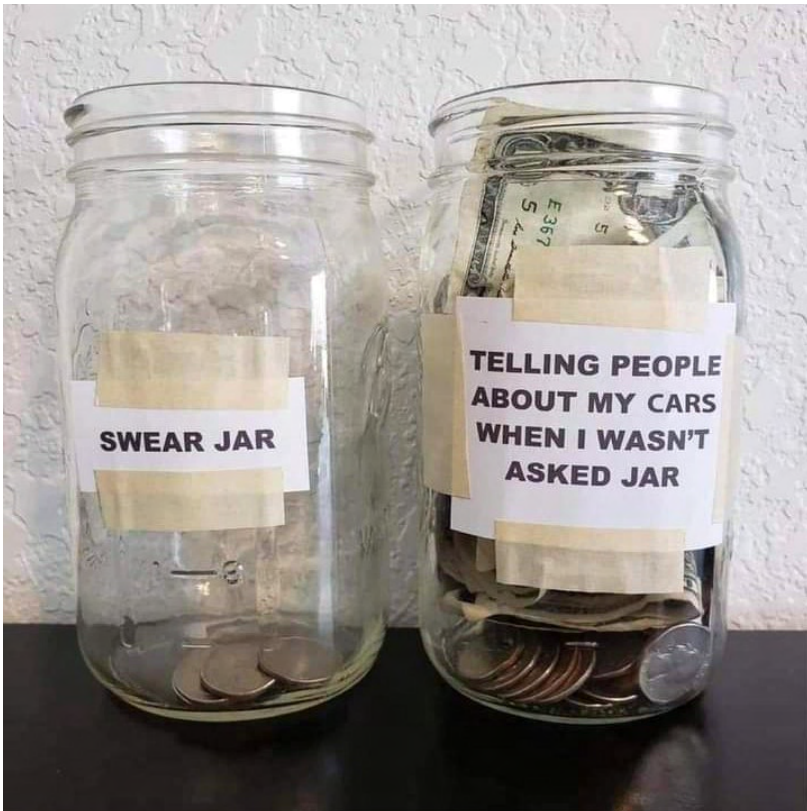
A link to the TR Register facebook page:

<https://www.facebook.com/TRRegisterNZ/>

NZ Historic and Classic Vehicle Survey.

Some very interesting reading - make sure you go online and read this:

<https://fomc.nz/for-member-clubs/>



TRansactions

TRansactions

For Sale



1980 TR7 in lovely condition having had extensive work completed over recent years including engine rebuild, alternator and starter motor rebuilds, new soft top, carpets and trim etc. Lots of money spent. Approx. 12,000 miles since engine rebuild. Receipts available. Current wof and rego. Past concours winner. Hard to find a better example.

Contact Alan – [027 346 5172](tel:0273465172), email: normalan39@gmail.com

\$16,500



TR6. 1969. Royal Blue, TRICK6

Complete body-off nut and bolt restoration completed in 2013, no expense was spared in this extensive rebuild. The car has been setup to be a comfortable fast road car, finished to the highest standard, with many enhancements added. This car has enjoyed great success at the TR Nationals concours events over the last 10 years. The car has been in my ownership since 1982 and there is extensive documentation that comes with the car. There are also numerous photos of the rebuild process. All numbers are matching and there is a Heritage birth certificate for the car. This car would suit someone that wants the very best TR6 or someone that is about to undertake an extensive rebuild.

Contact Grant Burgess - [0220 950907](tel:0220950907) New Brighton, Christchurch.
email: grantandkateburgess@xtra.co.nz

\$110,000



Chrome boot rack to fit
sidescreen TR. Used but in
excellent condition.

\$200

Vishu Singh
021783711



I have been asked by a
non-TR Register member if
anyone is interested in a
selection of items that he
has gathered (see photo)
to convert a TR5/6 engine
back to a PI engine. He is
no longer carrying out the
project and the items are
surplus to his
requirements.

For more information contact Dave Tong 0225420513

10 X Tenax buttons plus fitting tool	\$95
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@xtra.co.nz



