

# TRansmission









# TRAnsmiSSion

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## FRONT COVER OUTER

Celebrating 50 years of the TR7

## FRONT COVER INNER

Jon Harrey's Lovely TR7

## BACK COVER INNER

More TR7s - in Kaiteriteri

## BACK COVER OUTER

Change of Seasons Run - Deep South Group

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

TR greetings again.

We head into Winter which might be a slightly quieter time for our TR activities (except for those going on in the workshop!). Having said that, I know that a number of the regions continue to have runs organised so make sure you're involved. Your Committee is keen, in this our 50th year, to ensure all our members have the opportunity to celebrate that occasion. We will provide a financial subsidy of \$50 per member for those who attend any special 50th anniversary event organised in the regions. Your Group Leaders will oversee this opportunity and we look forward to your ideas and support.

I am pleased to be able to share some updates to our Committee membership and roles. It is always good to have new people and fresh ideas to ensure we represent the needs of you, our members, as best we can. Firstly, I thank Jonathan Petterson for taking up the role of Archivist (my spellchecker initially typed that in as Activist, so I hope that's not the case!). After 50 years, there is a large collection of records and documents about your Club and the appropriate storage and protection of that information is part of the Committee's role. We will be looking to store much of this information electronically in the future, so there is a significant project to make this happen and Jonathan's enthusiasm and skill-sets will be invaluable. I also welcome to the Committee, Helen Ferner, who has kindly agreed to take up the very important role of Secretary. I thank David Snelling for the excellent work he did as Secretary of the Register for a number of years.

As always, we are keen to have feedback or ideas, directly or through your Group Leaders, so we can serve you well.

Cheers,

*Stephen* President

# EDITORIAL TEAM

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## TALK

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Welcome to the June edition of TRanmission - number 203. Not bad for a small club, and a reflection of the strength of support amongst our TR owners. Welcome to Helen Ferner (secretary), and Jonathan Petterson, (archivist). Without volunteers on the committee our club wouldn't exist, so make sure you show them your appreciation for their efforts when you meet them.

In this edition we celebrate 50 years of the TR7. Jon Harrey has written a great history about the marque. We also have a well deserved tribute to Kevin Tinkler - a stalwart of the club, a poem composed specifically for the TR, a contribution from the TR club of Ireland, and part 2 of Rob and Sally Taylors article about replacing the clutch on their TR. Plenty to read and plenty of great photos to enjoy while winter is here. Saying that, TRs are designed to be driven and enjoyed all year. I accept that the weather protection (particularly on the older models) is suggestive rather than actual, however - pick your day, wrap up and well and get out there.

Personally I have a bit of work to do on my car first. I thought I'd take it to work as I hadn't used it for a couple of weeks. An early sign on (7:20 am) so a bit fresh but it was destined to be a beautiful day. I drove 100 meters down the road and the car stopped. Fortunately I was able to park it easily and take the modern car. Next day saw me crawling underneath fitting a replacement electric fuel pump. I then left the car idling on the driveway while I tidied the garage, next thing I looked around and the car was serenely rolling down the driveway after the handbrake let go.



I live near a river, and I had visions of it ending up in there, fortunately (!) a tree stopped its progress. Some damage to the apron and front wing, but insurance will cover it and the resulting respray will cover up previous scratches, dents etc. I took the car to my local friendly garage who will do the work. Whilst it was there I replaced the gearbox mount which had perished due to an oil leak, and they will replace the exhaust manifold and do the bodywork over the next couple of weeks. Ahh well, the car is there to be used, and damage occasionally is inevitable. Preferable to it sitting in the garage highly polished and not enjoyed.

*Deadlines for 2025 are:          Edition 4          Friday 28th November*

*As always, I'll send reminders to Group Leaders closer to the date but I'm happy to accept articles any time. Articles in a Word file, photos as separate high-resolution files please.*

**DAVE**

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



### **Tell Us Your Story**

**Members are invited to contribute articles for TRansmission detailing their personal account of TR ownership. Everyone has a story – restorations, humour, trips, history etc. Let's share it with fellow enthusiasts. Send your articles to the editor as a Word file, photos as separate high-resolution attachments.**



# NZ TR Register

## National Weekend 2026 Christchurch

Thursday 19<sup>th</sup> – Sunday 22<sup>nd</sup> February

### *Canterbury TRails... it's never far in a TR*

In response to the email we circulated to you all in mid-April, many of you were quick off the mark to register for the 2026 National Weekend, the Rodin Tour and the After-Tour. If you haven't yet secured your accommodation, do get onto it - we can't stress that enough. And if you haven't registered yet, please get onto that too. It's a great help to the organisers to have a good feel for numbers earlier rather than later.

To remind you of what we've got lined up for you...

## SNAPSHOT OF THE WEEKEND



### THURSDAY 19<sup>TH</sup> FEBRUARY 2026

**RODIN CARS** – please note, the 50 limit for this visit has already been reached. The tour starts at 11.00 am and takes two and a half hours with a possible track run. The latter is weather dependent and at the owner's discretion on the day.

**REGISTRATION** – 4.30pm onwards at Chateau on the Park, with finger food.

### FRIDAY 20<sup>TH</sup> FEBRUARY

**MORNING** – Conours in Cathedral Square

**AFTERNOON** – choice of exploring our beautiful new city centre by foot, tram or bus, or firing up the TR and going for a drive. More details on the range of options will follow.

**EVENING** – pile onto the bus, which will stop two or three times close to motels on the accommodation list, then sit back and enjoy a relaxed drive out to Blue Smoke on the far side of the city for some tasty food.



## **SATURDAY 21<sup>ST</sup> FEBRUARY**

**MORNING AND AFTERNOON** – a scenic drive to the early French settlement of Akaroa. Packed lunch provided.

**EVENING** – don your glad rags for dinner at Chateau on the Park and find out who will be taking home a Concours trophy.

## **SUNDAY 22<sup>ND</sup> FEBRUARY**

Rise and shine for a lively Forum at Omarino Estate, Harewood, followed

# SNAPSHOT OF THE AFTER-TOUR

by a buffet lunch.

**SUNDAY 22<sup>ND</sup> FEBRUARY** - Christchurch to Moana via scenic Arthur's Pass, finishing with a group meal where you can relax, chat and increase your waistline a bit.

**MONDAY 24<sup>TH</sup> FEBRUARY** – Moana to Westport. Gold, coal, historic sites, nikau palms, nature walks and seals are on the menu, the latter not literally!

**TUESDAY 25<sup>TH</sup> FEBRUARY** – Westport to Motueka. A “TR heaven” drive with a really special location for your lunch stop.

**WEDNESDAY 25<sup>TH</sup> FEBRUARY** – Motueka to Blenheim. An interest-packed day with great driving, ending with a delicious farewell dinner.

**THURSDAY 26<sup>TH</sup> FEBRUARY** – Head off in whatever direction takes you home! For those heading south, you might like to consider taking a detour to Hanmer Springs Village where you can relax your lovely body in a steamy hot pool.

# OTHER USEFUL INFO

**ACCOMMODATION:** If you can't lay your hand on the April email, you'll find all the accommodation information on the NZTR website under 'Events'. [trregister.co.nz](http://trregister.co.nz)

**FERRY:** If you'll be crossing the Cook Strait, we recommend getting a quote from Tony Hirst, the booking agent for Cook Strait Crossings. He offers discounted rates and favourable terms re payment/cancellations/refunds. Mention that you are attending the NZ TR Register National Weekend. As the Aratere is to be retired later this year, it would pay to book well in advance!

Tony Hirst **021 726711** [tony@cookstraitcrossings.co.nz](mailto:tony@cookstraitcrossings.co.nz)  
[www.cookstraitcrossings.co.nz](http://www.cookstraitcrossings.co.nz)

We'll be in touch with more information later in the year but in the meantime please feel free to contact us at any time with any questions.  
[trnationals2026@gmail.com](mailto:trnationals2026@gmail.com)

## **Canterbury TRails Organising Committee**



# TOP OF THE NORTH Tales

## Top of the North Group Report – June 2025

Wet and wild weather have impacted organising of runs in this quarter. We are on the cusp of Winter as I write this article and we are already over the rain. It seems this might be the new normal.



Our local car club recently organised a run to visit the markets at Matakana followed by a visit to the Reptile Park. The TR group were invited to join. On a chilly but fine early Saturday morning two TRs joined six local cars for the drive to Matakana. We peeled off from the group to meet up with Nigel and Gloria Hayman at Warkworth then met up with group at Matakana - about one hours drive via the motorway from Auckland and very busy. Parking was at a premium and two TR3's had to tandem park. Fortunately they are only small cars. Mike and Lynda in their TR4A managed to get a decent park.





There are some hidden gems in New Zealand as the Reptile Park has been in operation since 1968 and most of us never knew it was there. There was a large selection of turtles, geckos and lizards to be seen (or not in some cases). Some were just chilling out.

We welcome Greg Tucker and his wife Rae to our group. Greg has taken on a TR6 project. After seeing his VW restoration I know that he will make a good job of the TR6.



*Brian and Raewyn Cannons*

# CITY OF SAILS

## Area Report

### City of Sails Group Report – June 2025

A quiet time for our group. Pub nights continue to be well supported at the new venue Galbraith's Ale House in Mt Eden and are a good way to catch up and share ideas. Clutches and gearboxes seem to be the topic of conversation along with restoration and the dreaded compliance. We have an Auckland Group only event to celebrate 50 years of the register - a drive and a lunch on Thursday, 16th October, yes, Thursday, due to our group booking and no weekend space available. Numbers are limited so rsvp. Details on the website, location and times TBA. We're off to a wedding in England end of June and are away for July - safe driving over the next month or 2 and don't forget to get the car out for an airing...

*Murray and Steph*





# Recognition of Kevin Tinkler's Contribution to the TR Register

## A Celebration of Dedication and Service

On Thursday, 29th May, a group comprising Frank & Ann Cleary, Mark Bedford, Murray & Steph Booth gathered for a special occasion with Kevin and Raewyn Tinkler. The purpose of the meeting was to present Kevin with an award in recognition of his



exceptional and long-standing contribution to the TR Register. Kevin Tinkler's dedication to the TR Register has been nothing short of remarkable. Over the years, he has held various roles within the organisation, including President and committee member. Kevin was also the editor for many years of TRansmission and also did a stint as the new parts manager. Most notably, Kevin recently retired from his role as Registrar, a position he fulfilled with great diligence and commitment. This award symbolises the deep appreciation of the entire TR Register community for Kevin's hard work, leadership, and passion. His efforts have not only strengthened the register but also created a lasting legacy that encourages others to follow in his footsteps. The presentation was a heartfelt acknowledgment of Kevin's tireless contributions and the positive impact he has had on the TR Register. It served as a moment to celebrate his achievements and to express gratitude for all that he has done for the organisation. Kevin's dedication exemplifies the spirit of community and service that lies at the heart of the TR Register.

Thanks to Bruce Stuart for creating this framed award.



## Waikato Group Report – June 2025

Our monthly get togethers over dinners and runs continue to be a highlight of the calendar, with great attendance and enthusiastic support from our members. Our upcoming mid-winter overnight TR run to Wangamomona is just around the corner, and we're all excited for what



promises to be a memorable adventure. However, I must admit I'm

a bit disappointed to see that, despite extending the invitation to all North Island members, only one non Waikato/Bay of Plenty member has signed up to join us. It would have been great to see more members from other regions come together for this exciting run! You may have missed this one but stay



tuned, we intend to do similar events annually. Also, a big thank you to the 25 core committed members of the Waikato TR group. Their hard work in organising and attending runs, dinners, and weekend events is invaluable and it is their enthusiasm and contributions that truly make all our events possible. I acknowledge and am grateful for your support.



**Vishu Singh**

## Auckland Triumph Car Club Invite Run

We were very fortunate to be invited along on a summer run with the ATCC starting in Te Kauwhata. Six of us (4 TR's, 1 TVR and 1 Morgan) convoyed from Hamilton to the meeting place at the historic Te Kauwhata Saleyards. The day was a debut run for Glen Rosser with the latest addition to his TR stable driving his newly purchased TR8 which was duly inspected and admired. As all the ATCC cars burbled in, it was an impressive representation of all the Triumph models and enthusiastic owners – the highlight of the day being how everyone mixed and mingled and were all interested in learning more about our cars and sharing yarns. The detailed route instructions were handed out and we were informed there were questions to be answered on the way which would involve getting out of our cars at times to find the answers. There were some head-scratching moments and a few U-turns that may or may not have been intentional – but hey, that's all part of the adventure, right? One of the questions that quite amazed us was, what is the iconic sign at Huntly which bamboozled many of us, despite us having driven past it many a time.



We had some gorgeous scenic roads, came in the back of the Huntly Power Station and ended up at another Waikato icon, the Rangariri Tavern. A sumptuous and convivial lunch ensued on the long tables under shady trees with live music with lots of banter and teasing for those that may have taken longer routes than expected – couldn't have asked for a better end to the run. Big thanks to ATCC to having us along on their run – it was a TRiffic day and a reminder that sometimes the best drives are the ones where you're not quite sure where you are going, - as long as you end up in good company!

**Cazna & Steve Payne**



## Mercer Run May 23 2025



We dressed for a chilly start and headed off to Woolworths in Dinsdale, where we met up with fellow TRers for a morning run through the northern Waikato, ending at 'The Landing Bar & Café' Mercer. Six T.R's (1 x 3, 3 x 6's 1 x 7V8, 1x 8) and 1 x TreVoR headed off towards Raglan, turning right just before

Te Uku enjoying a 17.5km blast up a TeRrific TR road, before turning onto SH22 for a 56km repeat. These are truly exciting roads, though I'm sure when Ted & Shelley plotted this run it was a bit more summery. Heading north on a late autumn morning meant being a bit more observant than normal. There was plenty of sun strike, as sods law would have it, always on a corner, and a number of shaded damp patches, also invariably on a corner and usually one that was affected by sun strike as well. This made for interesting driving to say the least. However we all arrived safely at our lunch destination, and as you can see, lunch was enjoyed by all.

Thank you Ted & Shelley for organising a great day out.



# Hawkes Bay Happenings. .

## Hawkes Bay Group Report – June 2025

A relatively quiet quarter for the Hawke's Bay Group. A couple of Club Lunches as it starts to get too cool for Club Nights. The first was on April 17th when we visited Shed 530 in Puketapu. We had last visited here in December 2022 when it had newly opened. Unfortunately in February 23 it was basically washed away during Cyclone Gabrielle. Now recently reopened we thought we should support them and a good choice it was, except that it was a very wet day so not a TR to be seen in the carpark. A lovely meal washed down with a glass or two as we caught up with what members had been up to.

30th May we gathered for lunch at Peak House Restaurant for lunch, a good turnout of 14 diners. From here we get a lovely view north over Hawke's Bay and today it is very clear because of the very strong North West wind blowing. 3 TRs out this time enjoying a run in the warm weather, Autumn has been kind to us with a number of sunny and calm days with temperatures around the 20s. Another good lunch and lots of chatter, including talk of the next National Weekend and who might be going.



Most TRs seem to on the road with some undergoing repairs, Bruce has replaced the heater core and has almost reassembled the TR7, what a wonderful feat of British engineering. Steve has had to replace a rear shock on his TR6, and I have finally had the odometer repaired on the TR2. It had a habit of skipping the 10s of thousands of miles intermittently, but only when doing around 60 mph. When we went to Alexandra for Nationals it clocked an extra 60,000 miles between Napier and Wellington!



We are officially into winter now and a few of our group are heading to warmer climates over the next few months. We look forward to the return of Spring

Happy TRing, Graeme & Joy



# WANGANUI/TARANAKI NEWS

## Wanganui/Taranaki Report – June 2025

The annual Motor Show (Park Up) for 2025 in Wanganui was again a great success. Around 600 cars from all eras and countries, Trucks, Hot Rods, Military Vehicles, Drag Cars and a Swap meet all on display. The weather as usual for this Show was brilliantly fine while the rest of the Country suffered rain and wind. (We only have bad weather for TR Nationals). A reminder for those with long memories!!



A band was playing while singers were vocalising, food was plentiful as the public admired and remembered the vehicles on display. Donations at the gates along with the \$5.00 per vehicle all went to the local hospice.

Three of our members Mark Wilburn TR6, Alan Hylton TR4 and Ken Pfeffer TR6 represented the TR Register with their cars. Three of the best, all being RED showed out amongst the rows of vehicles on display. All too soon the show was winding up with a quick auction of a couple of items then a lucky name draw won about 50 of those attending, vehicle related, donated prizes, before owners started to make their way back to their homes in Rangitikei, Taranaki, Manawatu, Wellington, Wairarapa and Hawkes Bay.

A Motor Show worth attending with vehicles from all over the Lower North Island.

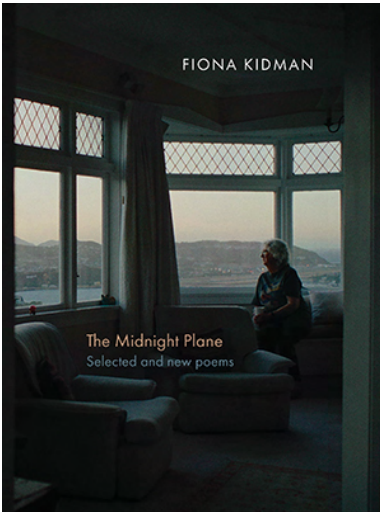


Ken Pfeffer

# Wellington Wafflings...

## Wellington Group Report – June 2025

There's not a lot of TR news from Wellington this time, but...



The main event of note has been the publication by our resident writer, Fiona Kidman, of a new collection of poems, "The Midnight Plane". A group of Wellington register members helped to swell the ranks of the local literati at the launch event at Unity Books, which was a great success. In *The Midnight Plane*, Dame Fiona Kidman, one of Aotearoa New Zealand's most distinguished writers, returns to her first and deepest literary love, poetry. This beautifully curated volume opens

with selected work from Kidman's six previous collections, chronologically ordered, and concludes in the present day with a body of exciting new poems. Available from all good booksellers.

There is a link to the website on the LINKS page of the website. You will also find a poem composed by Fiona at the TR Nationals, on page 39 of *TRansmission*.

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**





# THE TOP O' THE SOUTH

## Top O' The South Group Report - June 2025



April 6 was a nice run out to Havelock for our Top of The South Group. Three cars from Marlborough and one from Nelson converged on The Slip Inn at the Havelock Marina. A very pleasant waterfront lunch was enjoyed by all with the seafood chowder being a popular choice.

Easter weekend was to have been the Omaka Airshow in Blenheim. Bill Rogers had been busy organising a fine display of TR's for the event including three starters from Nelson. Unfortunately the weather didn't play ball and the event was cancelled a few days beforehand as a major storm front approached. A huge disappointment for all the organisers as well as those bringing aircraft from around the country for the two day event.

Planning is under way for a special 50<sup>th</sup> anniversary get together in the Spring for our TOTS group – something to look forward to as we head into the colder winter months!

*Jon*

# Canterbury Tales...



## Canterbury Group Report - June 2025

This latest quarter of the year has passed me in a blur. I returned from Auckland's National Weekend with a "sick" motor, but was unwilling to surrender the last (best) of the summer weather so drove the poor machine until my conscience compelled me to park it in the garage and take the engine apart. The cylinder head had not been off the block in over 35 years and valve seat recession had attacked one exhaust valve seat to about 2mm deep. That "head" was deemed un-repairable due to cracks, so thank goodness I had acquired one which looked as if it had been dredged up from the Titanic but was able to be resurrected. All this took time , during which I was having kittens as low port heads are not commonplace in the second-hand market, and the alternative was going to be a long and probably expensive process. I am currently in the process of torqueing the head slowly before continuing the rest of the reassembly.



Enough of me! The late summer weather in Canterbury has been kind to us TRers and all our outings were able to be “topless” if one desired.

A beautiful balmy Sunday in March had us on a picnic in the Hororata area where a shady spot for lunch was a necessity, but driving conditions were almost perfect along the almost deserted country roads.



April's Sunday drive was around the bays to Diamond Harbour and lunch at the pub there, due to my already mentioned TRouble I took the ferry from Lyttleton instead and made the 45 min walk to the pub from the wharf. It was a beautiful day for either mode of transport.

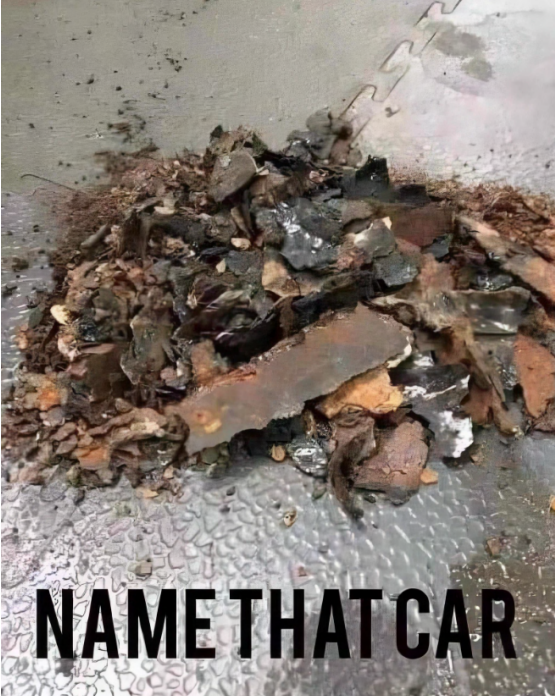
The Sunday drive in May took a scenic route to the Leeston pub, again the weather was more than kind and those who took their TRs (envy, envy) had a most enjoyable time. In addition to the Sunday drives, the monthly Wednesday dinners were well attended, having been in carefully chosen venues mainly by Dermot and Debbie, Rob and Sally who have just been assessing joints for NW2026 suitability. Richmond Club and Madam Kwong were both very good quality and very different from each other in character. There was a good turn-out at all the dinners.





I'm not the only one to be getting oily with my TR. Winter seems to be the time to take a panel off, and even if all is well in that department, there is the lure of a winter holiday in sunnier climes and plenty of us are heading away (I'm off to France myself), so I'll be getting the next article prepared in plenty of time in anticipation. If you are driving your car or working on it, be safe.

*Steve Rofe*



**Free trip to FIJI  
for 2 people:  
Must identify  
the model and  
year**

*(Thanks Nigel Hayman)*



## Deep South Group Report - June 2025

*We are lucky enough to have 2 Deep South reports. Ian sent me his report before he went overseas, but our club president, Stephen, has also sent me something , so enjoy both articles (Ed).*

Once again, the warm weather is ending, and the leaves are turning their lovely Autumn colours. The DSG are always ready to take advantage of this time of year and Lauren & Peter Watkins organised an amazing trip to enjoy the spirit of Autumn. 7 cars were involved, 3 TR6s, a TR250 and a TR4 as well as a Porsche 944 and an E Type Jag, so a great range of sports cars. We started off from home in brilliant sunshine (normal Central weather) but as we approached Palmerston it quickly became, and stayed, overcast.



**Under starters orders, on a sunny Sunday morning in Omarama**

We met up a Moeraki Boulders for a coffee with the Dunedin contingent, then headed cross country, and through all the back roads, to Waimate our lunch stop. Here was a delightful early settlers village called Bushtown, with houses, shops and a working sawmill (on working days powered by a traction engine) from the 1860's. They also had a model railway of 10.25-inch gauge. We had a guided tour, with the history explained, and then had a picnic lunch in the old church hall on the site. After lunch we saddled up and had a great drive up the Waitaki valley, with a photo stop at Sailors Cutting before heading to Omarama, a cold one (or 3) and our overnight stop.

### **Sunday Lunch stop, anything you want as long as it's cheese**



Sunday saw a brilliant sunny day dawn, so after a hearty breakfast, we headed off back down the Waitake Valley and

turned off to go over the Benmore Dam, and around the back of Lake Aviemore, crossing back to the main road via Aviemore Dam. The route was then a slow country drive to Oamaru or a quick blast down SH 83 to get some shopping time in before lunch. We chose the shopping, in the old part of Oamaru and arrive at our lunch stop last!! Lunch was at the Whitestone Cheese Deli in Oamaru, where everything for lunch had cheese in it, funny that! We departed after lunch, took the Pig Root home, via a cold pint of cider at Blacks Hotel in Ophir. Just under 1000 kms, not bad for a weekend!



The next event in Central Otago, which bought out a couple of TR6's was the Wheels at Wanaka extravaganza. Nevil Ridd and I represented the TR Register on a cold but luckily dry Saturday and enjoyed the last show ever.



**Two TR6's at the Wheels at Wanaka**

The Dunedin faithful have been getting together for a fellowship dinner monthly at various different venues around the city and Mosgiel which have been well supported.

Rona & I are heading off to warmer parts of the globe for the next 3 months so will miss the next event on the DSG calendar, the Mid-Winter Run, being organised by Anne and Peter Shepherd.

Cheers

***Rona and Ian Ramage***



## Deep South Group Report - June 2025 (Part 2)

With Ian and Rona Ramage overseas, I have the pleasure of presenting the Deep South Group report for the June quarter.

Starting on a sad note, we should acknowledge the recent passing of a longstanding member of the Deep South Group. Keith Allott restored and owned many excellent TRs and won many concours trophies. He and Bev were very active and supportive members over many years. Bev died a few years ago and, not long after, Keith went into care. Keith recently passed away, so we take the time to remember his friendship and his passion for all things TR.

Our group monthly dinners for the Dunedin contingent continue to be well attended. Great food, refreshments, and company enjoyed. The calendar is set for the year with each evening allocated to one member and I take this opportunity to thank members for ensuring this runs smoothly.



Our one organised TR run during the quarter was the Change of Seasons Tour. This is scheduled to get us out and enjoy some Autumn sun and the beautiful colours that we enjoy here in the South at that time of year. Again, we were not disappointed, as some of the photographs show.

Pete and Lauren Watkins organised the weekend (thanks again) and a lot of great driving on great roads, not much traffic, and the occasional (!) coffee stop, meal, and refreshments as is customary. A winning formula, for sure. Dunedin based members (Watkins - TR6, McLachlan - TR250, and Higgs - TR4) left town and had a very early detour with State Highway 1 closed just north of the city due to a crash. Fortunately the old “motorway”, which is a narrow and windy route up over the hills and down into Waitati, is an alternative so the travels continued to plan. Those from Central Otago (Wright - Porsche 944, Ramage - TR6, Chisholm. - TR6, and Pratt - E type) travelled down the Pig Route and we all met up for morning tea at the Moeraki Boulders Cafe. As someone said on the morning, the boulders aren’t really all that impressive, but the sea view, coffee, and morning tea certainly were.

Via the Oamaru back roads and a fast sprint down the famous/infamous Seven Mile Road (some Deep South Group members enjoy this long straight rather too much!), lunch was in Waimate at a reconstructed historic village and sawmill, highlighting the timber-milling history of the town.



Then via Kurow (most notable for it being the hometown of Richie McCaw) and up through the Waitaki Valley to our overnight in Omarama. Home on Sunday was back down the Waitaki Valley but on the other side of the hydro dams where a beautiful road winds its way around the lakeshore under, at that time of year, some beautifully coloured trees, and this time into Oamaru rather than the backroads. If you like cheese, Art Deco, or the vibes of the rock 'n' roll 50s, you would've very much enjoyed lunch at Whitestone Cheese Diner and Deli. There was perhaps the odd dish without cheese but not many. Then home.

Top down all weekend, a fun group, and some of the best roads and scenery in NZ. Aaaaaa.....

Stephen





# More Images from Auckland – NW 2025

(Jon Harrey)





## It Started with a WOF - Part 2 (and almost ended at the Licorice Cafe)

Last time I reported on the removal of the gear box to replace the slipping clutch. Since that time the clutch parts were received, installed and we headed for the Nationals. During the repair it seemed sensible to replace the wear parts in the system including the thrust bearing, the bearing carrier and gearbox front seals. The overdrive unit had been referred to as “wet” by the mechanics resulting in the odd drip so having the unit on the bench was the ideal time to install new end seals on the actuator shaft and a new gasket on the OD drain bung.



Installing the clutch parts was straight forward but getting the gear box in place required patience and persuasion to get it right. Stephen Rofe again kindly gave me a hand and provided a lot of advice. In the final stages he sat in the back seat straddling the gear box and pushed the bell housing with his feet whilst I managed the alignment from below. After some effort we achieved success and from that point on the process was relatively straight forward.

We replaced all the securing bolts, nuts & washers and the 2 larger Dowel bolts. What I learnt is that whilst the Dowel bolts are useful for alignment purposes they are a vital component to strengthen the connection between the bell housing and engine. The slave cylinder was reinstalled which fortunately didn't need bleeding, and finally the clutch felt normal. I fiddled with the overdrive actuator arm - it required readjustment, a well documented



process ,however, I found the adjustment was very precise and whilst the mechanism may sound like it's working, it may not be perfect. Once the gearbox was reinstalled I took the car for a drive, with a temporary driver's seat, to test the clutch and overdrive before reinstalling the tunnel, carpet & upholstery. The clutch was perfect but the overdrive required 3-4 attempts to get it right. Adjusting the actuator arm can be made from below but it's easier if access is possible from above.

### **Nationals 2025**

With the repairs behind us the car was polished and prepared for Nationals, and after-tour, both of which were a tremendous success and the car ran faultlessly to Taupo being the end of the after tour. On leaving Taupo we said our goodbyes and in need of coffee, we, plus Derm & Debbie in their TR5, set off for the Licorice Cafe as our first stop, being about 30km south of Taupo. About 5 Km before the cafe it was getting cool so we pulled on the heater. Arriving at the cafe the car decided to identify as a steam engine with clouds of steam fuming out from around the engine compartment. The temperature gauge was firmly in the red so we quickly stopped the engine and thinking it may have been a head gasket checked the oil for milkiness which proved negative.

Looking around the engine, a trace of water coolant was found on the inlet manifold under the heater control valve. After allowing the engine to cool we utilised the Café's water cooler to replace the water in the radiator which was bone dry and restarted the engine.

Outcome - with the engine running, the heater control valve sprayed/dripped water which identified the problem, but how could we fix it? The obvious solution was to replace the unit or maybe install a bung/plug on the inlet side to the valve to bypass the heater, neither of which were quick or easy solutions at the end of Lake Taupo. We then tried the valve in the closed position which, surprisingly & to our relief, didn't leak water. We topped up the water, took the engine up to operating temperature and again checked for leaks. Phew, no issues.

We finally got the planned coffee and indulged in a very tasty custard croissant before continuing on our journey south. For the next 50kms the temperature gauge was the sole focus of our attention but thankfully never budged from normal. The valve in closed position remained watertight for the 850km trip back to Christchurch however a substitute for the heater was necessary in the form of a woollen rug to keep the navigator in a degree of comfort. We were lucky to have the support from Derm & Debbie for the trip home, and comforting to know that if we broke down they were there, willing & able to push! Needless to say, the cursory glance of the instruments has been elevated to constant monitoring to avoid what could otherwise have been a big (& costly) job for the apprentice TR mechanic. We were very lucky that the Licorice café was not another 5km down the road. What we have found from both these experiences is that within TR Register there is a wealth of knowledge available. All that is necessary is to participate in local events and you'll always find someone able to advise/assist with a particular issue. We're now looking forward to trouble free motoring for the foreseeable future!

**Rob & Sally Taylor Christchurch**

# TR7 Turns 50

***2025 not only represents 50 years of the NZ TR Register but also celebrates the 50<sup>th</sup> anniversary of the controversial wedge-shaped TR7***



Officially launched in January 1975 the TR7 was a significant departure from the more conservative design styling of the TR6. Triumph, now in the hands of British Leyland, had been toying with designs for the TR6 replacement for several years and had allotted the name “Bullet” to the concept car during its various design phases. Interestingly, BL management also considered using the design as a replacement

for the MGB and several of the early mock-ups featured MG badging. The final design created by Harris Mann was intended to set it apart from other sports cars of the era although “the wedge” shape was also adopted by other marques such as Lotus, TVR, Toyota and Fiat, seeking to achieve a bold, modern look.



Due to perceived changes to American legislation the TR7 was initially produced as a fixed head coupe only with the convertible version (drop head coupe) not appearing until mid-1979 in the USA and early 1980 in Europe. Such was the demand for the new look TR in the USA that all production from 1975 and the first few months of 1976 was for the American market only. Early production was at the Speke factory, however labour disputes and quality issues resulted in production being relocated to Canley in late 1978 and then to Solihull where the final cars were built in 1980/81. The final TR7 to leave the assembly line was on 26 October 1981.

The TR7 was originally launched with a 2.0 litre four cylinder engine producing 105 hp and matched to a 4 speed gearbox. The gearbox was soon upgraded to an improved 5 speed gearbox, initially as an optional upgrade from early 1976, and a 3 speed Borg-Warner automatic version was also an available option at this time. North American cars were however burdened by legislative requirements as a result of which the cars were heavier and the engines more constricted by emission controls, producing 12.4% less power than those destined for the rest of the world.

British Leyland had always planned a multi-model strategy for the TR7 offering variants such as hardtop and convertible body styles as well as engine variants including 4 and 8 cylinder options. A Sprint version was also considered and indeed some 50 examples were produced using the 16 valve Dolomite Sprint engine, however full production never proceeded. Conversely, the TR8 did see the light of day in the North American market from July 1979, initially as a FHC and then later as a DHC. Timing was however unfortunate as the Oil Price Shock of the late 70's resulted in poor uptake of the large V8 engine and sales were accordingly well below those anticipated.

As noted above the last the TR marque rolled off the assembly line in October 1981 by which time some 114,512 TR7/8's had been assembled over a 7 year period – the most successful TR production run since the marque commenced commercial production in 1953. In comparison, the TR2/3 units are recorded as 83,580 over a 10 year run, the TR4/5 units were 80,149, and the TR6 production figures were 91,850. However, despite the sales success of the TR7 it never achieved financial success for British Leyland who suffered from continuing financial woes and were eventually broken up and its various marques sold off. Today the Triumph brand (as it relates to cars) remains dormant in the ownership of BMW.



In today's market the TR7 is by far the most affordable purchase for any budding TR owner with values starting below \$10,000 and rarely peaking above \$20,000. Genuine TR8's and those modified by Grinnall remain sought after and command good premiums. As the proud owner of 3 TR7's I must admit to being a fan of the design and handling characteristics of this snappy little sports car. It's definitive 70's styling still holds appeal and manages to attract attention from both young and old.

*Jon Harvey*



# NZ CLASSIC DRIVER



THE TR REGISTER'S  
50<sup>TH</sup> ANNIVERSARY

## TRIUMPH TR3, TR4A AND TR7

RAMBLER REBEL SST | GEORGE BEGG FESTIVAL PREVIEW | PRE 78 RACING  
AUCKLAND BRIT & EURO CLASSIC CAR SHOW | THE GEORGE & ASHTON CARS  
75 YEARS OF FORMULA ONE RACING | TOYOTA COROLLA GT 40TH ANNIVERSARY  
CLASSIC RACING: MAGIC MANFELD | 'THE MIGHTY' - LEON HALLETT'S FALCON SPRINT  
FORGOTTEN KIWI CARS: HERON SPRAYMASTER, TULL SANBAR & MACTRA

\$11.50



9 416770 121332 >



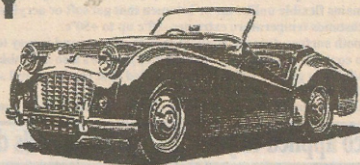
# 1956 ALPINE RALLY

TRIUMPH AND STANDARD Cars score an overwhelming success in this toughest of all International Rallies, covering 2,695 miles through France, Italy and Yugoslavia, including the French and Italian Alps.

TRIUMPH T.R.3 Roadsters gained Five Alpine Cups and were 1ST, 2ND, 3RD, 4TH and 5TH in their Class.

In addition, they gained four Major Team Awards, and, out of ten British cars to finish without penalty, five were TRIUMPH T.R.3s.

A STANDARD TEN was the only saloon car to finish this gruelling test in the up to 1,000 c.c. Class (subject to official confirmation).



110 m.p.h.

**£895**

30 m.p.g.

(ex works)

The TRIUMPH T.R.3. — 2 Litre Roadster

SEE and TRY these Remarkable Cars at your local dealers, or at:

## The Standard & Triumph Assembly Plant (McEntagart Bros. Ltd.)

Cashel Road, Kimmage, Dublin.

Phone 908931

Sales Dept., Percy Place, Dublin.

Phone 66071

Irish Press, 28 July 1956

### CIRCUIT OF IRELAND RALLY



Triumph T.R.3 2 litre, 110 m.p.h. and over 30 m.p.g. 6895

## TRIUMPHS Sweep the Board

FOR THE SECOND YEAR IN SUCCESSION



### Outright Winners

**1st**

R. C. McKINNEY

**2nd**

E. T. McMILLEN

**3rd**

M. D. HEATHER

### Class IV—Sports Cars, Any Capacity

**1st**

R. C. McKINNEY

**2nd**

E. T. McMILLEN

**3rd**

M. D. HEATHER

### Castlereagh Trophy

M. D. HEATHER



Full Details From:

**STANDARD & TRIUMPH ASSEMBLY PLANT**

McENTAGART BROS. LTD.

Cashel Road, Kimmage, Dublin. Phone 908931 and Percy Place, Dublin. Phone 66971

PaTRick

[www.trregisterireland.ie](http://www.trregisterireland.ie)



## A poem for TRs

I'm all at TR sixes and sevens  
The fours and the fives  
From Mich and his lotties  
Silver and Blue  
A 3 and a 2  
Red and Black and Green  
But they have shoe horned in the As and the Bs  
Three A, three B and the four with an A  
And they've even taken the five  
And added a couple of numbers – is it the 250,  
Oh but wait a second, you can't forget  
Those beasts the seven with a V8 and the eight on its own

These cars, they are sleek and they are shiny,  
Polished and gleaming, they are red and blue  
And green and silver white,  
Each one's paint job the work of a master

Except for a certain spotty and black TR4  
So loud he's going to take out the stereo  
And put in a ghetto blaster

A veritable feast  
Of sonic music from the black beast

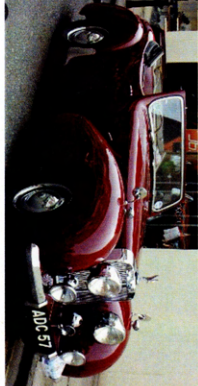
You know you are in TR heaven  
when you hear the throb and roar of the engine  
starting then that sweet purring along a country  
road and up and over the hill until you come  
to that gentle incline and the motor goes oh fart,  
and all hell breaks loose. Oh shit  
oh figgety fig, and next thing you're sitting  
on the side of the road with a cursing swearing  
maniac with the bonnet in the air, it'll just be  
the carbies, or um ,well may be it's that  
new coil... well

yeah right mateI know people think I'm mean  
But that wasn't the reason I was running the carbies so lean  
So it wasn't the coil  
that made the fuel boil.  
The mixture's been adjusted  
The plugs are pretty and grey  
Now Basil the Black TR is happy and gay

Vroom  
Vroom  
Vroom  
Vroom  
Vroom  
Vroom

## Fiona Kidman





# The Registrar Reports...

In March I reported the many TRs listed on Trademe although as I write this at the end of May a number have been withdrawn. I would like to thank the members who advised that they had sold or acquired a TR recently enabling the Register records to be updated. Trademe sales are difficult to track so if you have any knowledge of what was sold and to whom please let me know.

Changes in ownership over the past 3 months include:

TR6 – 1974, Rego JF8208, Comm No CR5694-O, Engine No 3642HE, Pimento Red.

A project car, disassembled many years ago, acquired by new member Greg Tucker from Brian Cannons. Greg is Whangarei based and intends to undertake a complete restoration.

TR6 - 1971, Rego YR1127, Comm No CC60921, Red.

Acquired by member Brian Templeton from Bruce Christie. Our records list this TR as LHD, restored in 1999.

TR7 FHC – 1977, Rego TR7 77, Comm No ACG10865, White.

First registered in NZ 12/80 acquired by member Jon Harrey from former member Simon Pimm. Early examples of the Speke built TR7 are now becoming sought after, Jon has some damage to attend to before he returns it to the road.

The Trademe listings come and go as the cars are either sold or withdrawn from sale. Hopefully some of the cars listed in the March report have been sold although I have not been advised of any new keepers. New Trademe listings recorded since then include:



TR6 – 1974, Rego SD3624, Hastings. Auction starting at \$20K.  
Medium condition, motor good, goes well, SU carbs. Ex USA, converted to RHD, was white, repainted red, paint starting to bubble. We don't have a record of a TR6 with this rego in the Register database. If you are aware of this TR please contact me with the commission plate and engine numbers.

TR7 – Rego UX1692, red, \$2K

V8 engine and gearbox removed and not part of sale, double bubble bonnet. The rego is not listed in the Register database. Photos indicate it looks like a project car.

TR6 – 1970, Rego KKM869, Comm No CP54198, Engine No CP51336HE, Napier, \$45K

Bosch pump fitted together with associated upgraded front shocks and bushes, injectors serviced, metering unit seals. Owned by Register member since 2020, first recorded on the Register database 7/2021

TR4 – 1963, Rego 1TR4, Comm No CT18388-L, Engine No CT18570E, Red, wires, overdrive, Wanganui, \$57K.

A beautiful car, restored to immaculate condition, full professional restoration from ground up, returned to the road in 2009. Toured both North and South Islands with the TR Register winning numerous Concours awards.

This is the ideal forum to also track TRs that are undergoing restoration or a significant upgrade such as a mechanical rebuild, respray and the like. If you forward me a few sentences of your work in progress, what improvements you have on the go or recently completed I will include these in the Registrars report.

That's all folks.

**Frank Cleary**

# LINKS

An electronic version of **TRansmission** 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>

## **Photos of the National Weekend 2025:**

[https://1drv.ms/f/c/bc11e251a2b4ae12/](https://1drv.ms/f/c/bc11e251a2b4ae12/Ele3nG0fal5AlQbn8YPD1mYBI9kv1dsejBZR12X7_850Rw?e=U5mLis)

[Ele3nG0fal5AlQbn8YPD1mYBI9kv1dsejBZR12X7\\_850Rw?e=U5mLis](https://1drv.ms/f/c/bc11e251a2b4ae12/Ele3nG0fal5AlQbn8YPD1mYBI9kv1dsejBZR12X7_850Rw?e=U5mLis)

## **The TR Spares Development Fund:**

Well worth a read. Set up as an offshoot of the TR Register (UK)

<https://www.trsd.f.uk>

<https://www.facebook.com/groups/481394215834908>

## **Fiona Kidman (The Midnight Plane - University of Otago)**

[https://en.wikipedia.org/wiki/Fiona\\_Kidman](https://en.wikipedia.org/wiki/Fiona_Kidman)

<https://www.otago.ac.nz/press/books/new/the-midnight-plane>

### *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.*

Dean & Sarah Harvey	Invercargill	1955 TR2
Greg Tucker	Whangarei	1974 TR6

# *TRansactions* **TRansactions** *For Sale*

**1963 Triumph TR4 - convertible**



Personalised plate - **1TR4**, 33028kms ,2200cc

Full professional restoration from the ground up. Returned to the road 2009. (Receipts kept for every nut and bolt used). Manual gearbox - 4 speed with overdrive. Toured both the North and South Islands with the TR Club, winning numerous trophies and awards in the TR4 section of shows

Asking **\$57,000** ono

**Alan Hylton 06 345 1673 [hylton12@xtra.co.nz](mailto:hylton12@xtra.co.nz)**

## 1971 Triumph TR6



2.5, petrol injected, 4 speed with overdrive. This car was sold new in Christchurch in November 1971. CP52137 Original ownership papers included. It has been well cared for, regularly maintained, and kept original, and runs well. It will be sold with a new Warrant of Fitness. It comes with hard top, soft top and tonneau cover. The only additions to the car are an upgraded dashboard and steering wheel, and electronic ignition. Everything else is original.

I have owned this car for 10 years, and enjoyed driving all over the South Island. It is a beautiful example of this true British sports car, and is great fun to drive. Original PI system, maintained with recent work on injectors and reconditioned fuel pump. If you have dreamed of owning one of these classics, this is your chance.

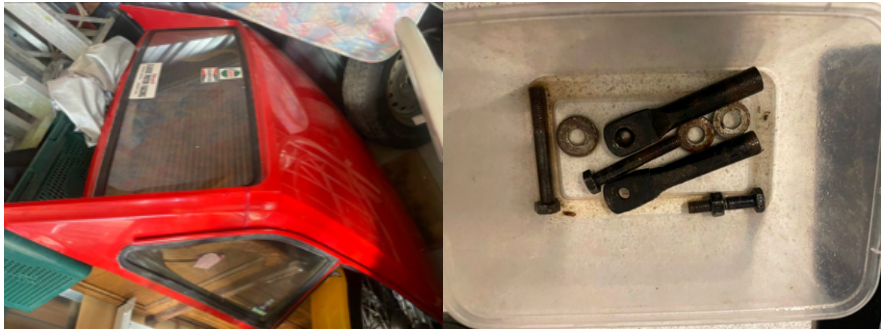
Aiming for a quick sale, asking price is **\$45,000**. A bargain! The car is garaged in Christchurch. **Tony Shaw 0272398226**



Upated Steering Column Bearing assembly – new, bought from Moss and not used. Part number 209423X, plus 2 new Anti-Rattle rings Part Number 060586 **\$50**  
 Pair Perspex sliding windows **\$60**  
 Single slider **\$20**  
 TR Timing Chain Wheel and Camshaft Wheel Moss part numbers 057113 & 055971 – new **\$135**  
 Pair of 2X SU H6 Carb jet assemblies bought new and unused Moss Part AUC 8185 **\$40**  
 Original front Coil spring 9 ¾" ( No longer available ) plus 2 Aluminium spacers and 2 new collars -Moss 100751 plus 1 broken spring if wanted. Photos available. I have uprated my front suspension so surplus. **\$45**

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

### Triumph TR6 Hardtop



Off a 1972 CP. I took this off the car in 1986- and its been carefully stored ever since. Selling only as taking up space and will never be used. Red nice all round condition, complete WITH original mounting kit. Interior lining intact and original- but little jaded. Has a couple of minor corrosion spots on one rear quarter window surround.

**\$1,950 ono**

**Chris 021-2408717** (between 6-8pm) [chriswdorrington@gmail.com](mailto:chriswdorrington@gmail.com)



### **3 x"TR4A" Tyres: VREDESTEIN - SPRINT ST 70 8S S 185 / 70 - SR15**

Radial Steel Tubeless. All three tyres are in good condition, and all have been used for just under 3000 miles.

Pick-up is in Christchurch for \$50 each, Freight Nationwide available if required.

**Hugh: 021 990441** [hugh@weft.co.nz](mailto:hugh@weft.co.nz)

### **TR 6 gearbox out of 1973 model**

Complete with gears and synchros set up for A type OD. Needs to be reconditioned as lower shaft worn. Otherwise provided great service. **\$750.00**

**Bruce 021479763**

# *TR*ansactions **Transactions** WANTED

Front bumper (UK/EU spec) for a TR7

**Jon Harrey 0274 924863** [harrey.j@gmail.com](mailto:harrey.j@gmail.com)

TR2/3 Steering Wheel **Malcolm Devereux 021 747 70**







