

TRansmission





WHANGAMOMONA HOTEL

COFFEE - TEA
BEVERAGES - PIES

CBD197

PH645

TRAnsmiSSion

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FRONT COVER OUTER

Riverstone Castle

FRONT COVER INNER

Whangamomana Hotel

BACK COVER INNER

Wellington group trip to Woodville

BACK COVER OUTER

Belinda Rooney - between Timaru
and Geraldine

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

Warm Spring TR greetings to all.

Your Committee has been busy over recent months and I'll take this opportunity to update you on a couple of issues.

Firstly, you may be aware that all Incorporated Societies (and we are one) in NZ must create a new constitution that complies with new legislation introduced by our wise politicians. It won't have any material impact on the way the TR Register NZ operates but comply we must! We've taken specialist legal advice (at minimal cost) and carefully worked through the detail with the interest of members in mind. We've very deliberately kept our rules pretty much unchanged except where the new law requires change. We will provide you a copy of the new constitution and an outline of the key changes before the AGM and will be seeking your approval for the new constitution at the AGM. More detail to follow.....

And in the meantime, thanks to your Committee members, who've committed extra time and effort to action this necessary change.

Another issue we've discussed is the way we might work more closely with other associated car clubs. We've concluded that we needn't change our current TR-focussed structure, but that there is certainly opportunity to collaborate more with other groups. This is best to happen at the local level, where shared runs, events, and social activity are options for our Group Leaders and local members who best know what we have in common locally with other car groups. Whether those groups are TR based, wider Triumph groups, or other classic marques is up to you. A fair bit of this happens already, so feel free to involve other classic car groups in events that you run in your area.

Hopefully, there'll be more of those events and opportunities to hit the road over the next quarter as we enter "TR season".

Safe and fun TRing.

Cheers,

 President

EDITORIAL TEAM

TALK

Welcome to the winter edition of TRansmission. Pretty quiet across the country, although some runs are starting to happen as we move from Winter into Spring.

A small correction regarding the poem we printed in the last edition - this was a joint effort by both Fiona Kidman and Jim Vassiliadis

Hope you enjoyed it.

My TR is back on the road after a meeting with a tree when it rolled out of my drive. Insurance covered everything without any issues. Unfortunately the shop that did the repair work - Autofocus, ordered a TR2/3 bumper and one overrider, instead of a TR3A bumper, so these brand new items are available at a discount. See the ad in the TRansaction section of the magazine.

Deadline for Edition 4 2025 is Friday 28th November

As always, I'll send reminders to Group Leaders nearer the time but I'm happy to accept articles any time - I can store them and fit them in to magazines as necessary. So, pen to paper (figuratively). Anything - restorations, humour, trips, history etc. Articles in a Word file, photos as separate high-resolution files please.

DAVE

editor@trregister.co.nz





NZ TR Register

**National Weekend 2026
Christchurch**

Thursday 19th – Sunday 22nd February

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

In just a few months' time the Canterbury TR Members will be rolling out the red carpet to welcome you all to sunny Christchurch. Registrations have been flowing in and the 50 spaces we had available for the Rodin Cars visit were filled very quickly. If you haven't registered yet, please do get onto it. The deadline is not until the end of October but it's a big help to the organisers to have registrations in well ahead of that date.

Registration

A hard copy Registration Form was included in the June TRansmission, along with an overview of the Weekend and After-Tour. You'll also find all that information at trregister.co.nz/national-weekend-christchurch-2026 If you have any difficulty downloading the information, please email us (below) and we will forward copies.

Ferry Bookings

Tony Hirst (021-726-711) is a discount booking agent for anyone requiring ferry tickets. He recommends booking early as rates will increase as summer approaches. He can book with either Bluebridge or Interislander.

Weekend Brief

Registration will be from 4pm at Chateau on the Park followed by a welcome drink and nibbles. The Friday morning Concours is being held in Cathedral Square. It will be the first car show in the Square since the earthquakes and will be a spectacular event. Friday afternoon options are either a scenic drive around the bays or visiting attractions (or shopping) in the city centre. In the evening, we will head out across the city to Blue Smoke in the Tannery for dinner. Your destination for the Saturday drive is the charming port of Akaroa. One of the optional activities there is the Akaroa Nature Cruise. If you are keen to do the cruise, we recommend you book early. Don't expect to just turn up on the day and buy a ticket. Departure times from Akaroa Wharf are 10.45 a.m. and 1.30 p.m. You can book online at: www.blackcat.co.nz

As always, there will be a special theme for the Saturday evening gala dinner and the theme for 2026 will be "dressed to kill in red and black". Plenty of scope there for your imagination to come up with a really stunning outfit! Prizes will be awarded for the most gorgeous and the most outrageous costumes. On Sunday morning we will meet at Omarino Estate for the Forum, followed by the farewell lunch. Then an impressive convoy of at least 31 TRs will head off to the wild West Coast for the After-Tour. They will definitely attract some attention along the way.

We'll be in touch with more information later in the year but please feel free to contact us at any time and keep those Registrations rolling in. Contact trnationals2026@gmail.com or call Rob Taylor on **027-222-5140**. If you have any questions relating specifically to the After-Tour, contact Carole or Mike Lester: mikeandcarolelester@gmail.com or call Carole on **0275 655 186**.

Canterbury TRails Organising Committee



TOP OF THE NORTH Tales

Top of the North Group Report – September 2025

The very wet winter we have had has certainly put a dampener on trying to organise a run or two. So not a lot has happened in the north. Probably in a few months' time we will be complaining it's too hot! This has been an opportunity for some of us to undertake a few maintenance issues.



For us this has been attending to the mess that brake fluid made to the bulkhead. Brake fluid certainly makes a good paint stripper. While at the panel beaters a small rust patch in the door was attended to. Some other areas taken care of as well.

Warren had an issue with the A pillar of his TR2 which needed welding. His TR8 however is going well - the issues encountered at this year's Nationals now resolved.

Malcolm has repainted parts of his TR2. Alastair has been waiting for a new rear window to complete his TR4A restoration.

Greg is cracking on with his TR6 restoration with the body and chassis now separated. Next will be sandblasting and painting the chassis. In April I was contacted by Stephen Jones who resides in Canada. He has had a TR6 in storage for the best part of 30 years. He is returning to NZ later this year and wants to resurrect his TR6. My mechanic friend and myself have undertaken this task on Stephens's behalf. As you can imagine a number of parts (brakes, clutch etc) cannot be salvaged so new ones are the way to go. This 1971 TR6 was first owned by Doug Myers (later to become Sir Doug Myers of Lion Nathan Breweries). Stephen purchased the car in 1986 and it has been stored since 1990 when he moved to Canada. Stephen is looking forward to driving the car to the Nationals next year. We look forward to meeting Stephen in the coming months.

That's all now

Brian and Raewyn Cannons

CITY OF SAILS

Area Report

City of Sails Group Report – September 2025

It has been a relatively quiet time in Auckland, with the weather doing its best to keep our cars tucked away in their garages. Apart from our regular pub nights, the only outing this past period was a very enjoyable run to Glen Afton Railway, kindly organised by Dennis Greenman (see separate report for full details).

Looking ahead, things are certainly picking up and we have some excellent events planned. Highlights include The Distinguished Gentleman's Drive, the always popular Isadora Duncan Rally and our 50/50 Lunch celebrating 50 years of the TR Register, then a longer adventure driving the Forgotten Highway. These will provide plenty of opportunities to get the cars out and enjoy some good company along the way, heading into summer and Christmas.

Murray and Steph

Glen Afton Train Trip July 6, 2025



As promised the day dawned fine and dry. Perfect for open top driving if your car was running.

A Kia, Bruce & Leslie's Aston Martin, Simon & Judie's Volvo, and Two Tr 3's of Malcom and Jamie met at the service area at Drury and a TR 6 at the BP service station Drury (not where we were). It was not going to be Ian's day for following directions.

We head off down the motorway, with Dennis & Anne's Kia leading the pack and Volvo of Simon and Judy bring the rear. We crossed over the motorway at Rangiriri and caught up with Ian Harris, and procession set off down the western side of the Waikato River towards Huntly. At Huntly we headed west to Pukemiro Junction and the start of the Glen Afton line.

The car park was a little full boosted by Vishu and the Waikato group of 6 cars, but we all jammed in..... blocking the Fire engine..oops!

Everybody milled around and headed for the old railway station and immersed themselves in the history of area and the line. The story of the teenagers that revived of the history of the line, and it's original purpose to haul coal form the seven coal mines in the area to the Huntly power station, and later to the NZ Dairy Plant to fuel their boilers proved interesting. After soaking all of that history, chuffing up the line came an old Steam engine pulling up to the station.



The long and forgotten smell of coal smoke and steam filled the air, we all boarded the lovely preserved railway carriages for a short trip up and down the line. Passing through the bush it revived the area of the small branch lines that use to cover the country and era and a time passed. We returned to the station, and alighted from our carriages and head back to untangle

our parking lot for the next part our journey....well for some of us. A small issue of Malcom dropping his key somewhere sort halted his progress. It was found that a TR 6 boot key works as a perfect substitute!

We headed off to Woodlands Café at Gordonton for spot of lunch and refreshments. We sat down and had a good catch up for all that were gathered there, and Malcom got news that his missing keys hand be found and handed in at the station. He left to retrieve these and about 2 pm everybody headed home.

Dennis Greenman



PIC•COLLAGE



Glen Afton

PIC•COLLAGE

Waikato Group Report – September 2025

I hope we have seen the last of the winter weather. In saying that, the weather does not seem to have any bearing on the enthusiasm of the local TR members here in the Waikato. We have continued to have our monthly dinners and runs despite the conditions.

We are planning to celebrate 50 years of the TR Register on Sunday 2nd November. The celebratory day will start with a display of TRs (as part of their monthly carshow) at the Hamilton Classics Museum starting at 8.30 am. This will be followed by a run along some quiet roads ending up with lunch at a rural cafe along the base of the Kaimai ranges. If you can, come and join us. It promises to be a good day with a wide variety of cars to see at the Carshow, as well as celebrating the milestone of the Register. Let me know if you are coming.

Vishu Singh



Tucked away in the remote hills of the Forgotten World Highway the Waikato Wanders braved a weekend in the Whangamomona Hotel. The journey in alone feels like an adventure, with winding roads, dramatic landscapes, and a real sense of stepping off the beaten track.

When we arrived, the charm of the place was undeniable - but so was the cold. By 7pm, ice had already formed on our cars, and the historic



Whangamomona Hotel left us to embrace the old - fashioned experience of lighting the fires ourselves. Far from being an inconvenience, it added to the quirky, authentic character of this tiny “republic” where resilience and rural Kiwi spirit are part of the stay. It’s the kind of place that lingers in your memory, not because it’s polished, but because it’s real.

Janie Tubbs





Bay of Plenty Travellers

Bay Of Plenty Group Report – September 2025

A quiet time in Bay of Plenty - no report for this edition.

MICHAEL

Hawkes Bay Happenings..

Hawkes Bay Group Report – September 2025

A quiet time in Hawkes Bay. I'm away in Queensland enjoying the warm weather, so no report for this edition.

Happy TRing, Graeme & Joy

WANGANUI/TARANAKI NEWS

Wanganui/Taranaki Report – September 2025

Just a brief technical tip from Ken this time:

Armstrong lever action Shock Absorbers:

If you are having trouble with your rear shock absorbers they can be reconditioned. It saves having to change to Telescopic units or buying new. We have a chap in Wanganui who is experienced in the job. You can contact him direct.

Pat Carrick 027 2167293 pat7yford@hotmail.co.nz

Ken Pfeffer

Wellington Wafflings...

Wellington Group Report – September 2025

As I write this winter is about to disappear in the rear vision mirror, having been rather wetter than usual in Wellington and with fewer of those nice calm clear days that encourage one to wrap up warm and get the TR out. Instead my TR has been languishing in the garage all winter with its wheels off the ground and the battery on the charger. And now the wof has expired. Happily, the next time I get one it will last twice as long!

Winter did have one highlight, which was our mid-winter run to Woodville. Woodville? Yes that's right. Some of you may not be aware, but this is currently the destination of choice for lower North Island trendsetters such as your correspondent. Unlike the capital, the hospitality industry there is struggling to cope with the hordes of customers queuing for burgers and quiche.



What is the attraction? Well, there are one or two second hand shops and a nice central park that provides a good spot for TRs to park up and get a group photo, taken in our case by the local constabulary.



But it was also the opportunity to see where at least some of our petrol tax has been spent recently: namely the new highway replacing the old Manawatu gorge road. Once you've driven this – which takes but a few minutes – you wonder why they didn't build it years ago, but maybe the \$72 million per km cost has something to do with that. You do get a nice looking bridge for that sort of money though. So a great day out then, and a good turnout of TRs from the capital and suburbs as far North as Hawkes Bay and Wanganui. It must be admitted however, that not everyone came in a TR, and more attentive readers will already have noted that mine spent all winter in the garage. Unfortunately, privacy concerns mean that I am unable to comment further, but I would just like to assure everyone that I will be getting the TR a new wof just as soon as it stops raining.





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





Top O' The South

Top O' The South Group Report - September 2025

Most of our members have been hibernating over the winter months, patiently awaiting the return of warmer temperatures and longer daylight hours before venturing out in their TR's. This has been a good time to catch up on a few maintenance jobs and repairs.



You will no doubt have read in the last TRansmission about our Editor's mishap with a tree and I'm glad to report that the damage has now been repaired and Dave is once again mobile. He and Jon attended the Daffodil Day fundraiser on 24 August where Dave's TR3A was given pride of place at the entrance to the main display.





Over in Marlborough, Bill Rogers arranged a Triumph display at Marlborough's VCC Daffodil Day car show. Eight Triumphs joined the line-up. Representing the TR Register were his TR3a, Leon's TR4, and Jon Haack who fronted in his Spitfire, his TR3 still being a work in progress. The remaining 5 cars comprised Stags, 2.5 P.Is, and a 2000 Saloon, a strong showcase of Triumph's popular models.

September will see the annual Omaka Wings and Wheels event taking place. Bill has undertaken to arrange a Triumph showing and is currently spreading the word. We hope to read of the event in the next issue. And we hope to hear more of a TR5, recently purchased and on its way to Picton. Bill's put his 'feelers' out, trying to locate the new owner. A TR5 would make a welcome addition to the Top O' The South.

Meanwhile, Leon reports that he had been having some Winter difficulties with his TR4 not wanting to start (haven't we all suffered that experience at some stage!) Fortunately he traced the issue to a fuelling problem and is now happily motoring again.

Local Group Leader Jon Harrey has been busy with a couple of projects. Enlisting the knowledge and technical expertise of local member George Looman they replaced the rear diff and axle assembly on Jon's TR7 DHC. The original diff had suddenly become very noisy and rather than send it away for reconditioning a second hand diff, that a local TR owner had kindly donated, was installed. It was a bit of a gamble as the condition of the diff was not known, however it proved to be fine which is a relief to its owner!



The other project resulted from a local TR7 being advertised for sale in damaged condition after an insurance write-off. Hoping to keep it on the road, and not parted out, Jon has been acquiring the needed parts and has a friendly panelbeater lined up to repair the damage in September. Hopefully we will see the car back on the road before Christmas.

Coming up in September we have 12 month wof's to look forward to and the Distinguished Gentleman's Drive (fundraiser for men's health) which is always a good day out for a TR owner.

Jon

Canterbury Tales...



Canterbury Group Report - September 2025

Winter has influenced our enjoyment of our cars, generally it is a period during which we choose to take them off the road for some work which takes longer than a week or more. In the intervals we snatch opportunities as they present. Alternatively some of us swan off overseas, almost exclusively to warmer climes.

Not withstanding, the NW2026 Committee is plowing ahead and achieving great results.

Belinda organized a trip over Kings Birthday weekend - in her own words:

“Kings Birthday run to Timaru.”

After a nourishing lunch at Lushingtons in Ashburton we set off to Timaru. That night found ourselves solving the worlds needs over a few fine wines then on to a yummy Indian restaurant.

Next day, The All British Car Display at Caroline Bay beckoned where we viewed other British marques. Coffee was calling so off to Geraldine at a fine trot. A quick amble to Methven for lunch at the Blue Pub then it was time for a nap for some, a walk for others, and some even checked out the hot pools. A hearty Thai dinner followed by a few fine ales at the local Irish pub .



Next day it was homeward bound, three TRs made it back home safely and one disgraced itself, needless to say there is now a tee shirt that has been sent to the deepest darkest corner of our wardrobe

Thanks to John , Denise, Morag, Trevor, Brian ,Carol ,Glen, Sue ,Bob, and Shirl for a great weekend. "Let's repeat next year"

Belinda & David

A cheeky footnote from me. The red Tr6 hiding under the car-cover, the photo of it on a tow-truck discretely omitted, and the handsome fellow with the apposite T-shirt are closely associated. I trust Belinda intends to omit this feature of the trip next year.



Belinda also arranged for our June Mid-week Dinner to be at Harewood Tavern where we got an annex all to ourselves, all went well and everyone had a good evening (with no dramas).

Barry kindly took responsibility for the July activities, commencing with a “Sunday Run” from the Wigram Airforce Museum Café to the Two Fat Possums pub in West Melton. Barry had sorted out the weather-man (or woman) so the day would be uncharacteristically kind to “mature” folk in “mature” English sports cars.





In response, 28 of us turned up , 13 of the aforementioned “mature” TRs (many top-down) and one Mazda and one very flash Porsche. The lunch at the Two Fat Possums was very welcome to all of us and a further opportunity to catch-up on the “doings” of the previous month or so.

I was very happy to arrive home uneventfully after my first decent run with the replacement cylinder head with all systems operating properly.

Barry had arranged for the Wednesday Dinner to be at Pomeroy's Old Brewery Inn in the City. Twenty-five of us turned up, Barry passed around the Pork Crackling during the pre-dinner drinks part of the evening before we all went in to sit down and order



from the varied menu. I'm surprised that anyone had any voice left by the end of the evening, there was so much enthusiastic chatter.

I am off overseas in a few days so will be submitting this article for publication before there are any details of the events Lyn and Val Scott have planned for August. Cheers All,

Steve Rafe



Deep South Group Report - September 2025

Ian and Rona (the Deep South Group Leaders) must be smiling over there in England hearing how cold it is here in NZ while they are basking in the high temperatures that Europe is having at present. We look forward to welcoming them home and hearing about all their adventures. Unfortunately things have been pretty quiet down here in the Deep South. Our monthly dinner meetings have been well attended even though the weather at times has been less than inviting to come out of an evening. Once you get there the effort is well worth while as we catch up with everyone and find out what people have been up to over the last month.

We are pleased to welcome two new members to our group, Chris and Cherie Scadden here in Dunedin and Dean and Sarah Harvey away down there in the real Deep South, Invercargill. It's great to have new members join and we look forward to catching up with them in the near future. Our next run will be the Mid Winter Run at the end of August to the white stone capital of the world, Oamaru. This is a bit of a departure from our usual Winter runs where we have gone to Central Otago.

Anne and Peter the organisers, have been flat out sorting this run out and Anne has assured us that she has some surprises in store for all the participants.

Trevor & Jane (Temporary Deep South Group Leaders)

The Deep South Winter Tour 2025

Fourteen hardy souls fronted up on Saturday 30th August at the old Wilson distillery car park for this year's annual Winter Run. The weather had been positively balmy up till late Friday and we thought it would be more like a Spring run than a Winter Run but late Friday a Southerly change was forecast with snow down to 500 metres and heavy rain. Most braved the cool wind and took their tops down which turned out to be the most sensible thing to do as the weather got better the further up the road we went. Others joined them at the compulsory coffee stop at the CoffeeCup Cafe in Palmerston. Feeling fully replenished we then headed north turning off at Waianakarua and taking the coast road through Kakanui and then heading west inland to the Waitaki valley and up to the Seven Mile Road turnoff.

The Seven Mile Road has quite a history with many local TR owners. It's a great straight road with hardly any cross roads and those that do cross you have a clear view of to see if there is anything coming. The road was, in yesteryear, the road for speed trials and I do believe this time that some of our entrants did not let the side down. Enough said, what happens on tour stays on tour! Our destination for lunch was the Riverstone Kitchen. After lunch, Anne



and Peter, the tour organisers, had arranged for us to have a conducted tour of the Riverstone Castle. This was a truly unique experience. Where else in NZ could you have six TR's park up with a castle, complete with moat and drawbridge, as a backdrop?

Lunch @ Riverstone restaurant with colour coordinated members



The tour through the castle was eye opening and we were lucky to have “Princess Dot” the real princess owner of the castle give a talk on the background of the castle and its many beautiful furnishings. After this mind boggling tour it was onto our accommodation for the night, Hotel Poshtel. another unique experience with every room having a different theme.

The team at the Castle



A Real Royal Throne!



How True!

The happy hour was a lot of fun with lots of stories of the day’s happenings and it set the mood for our Tour dinner at Fat Sally’s pub and restaurant, just a walk away from our accommodation. Great company, great food which made for a very memorable night.

The next morning dawned wet with our Central Otago members busy checking the road conditions for snow. The weather forecast promised it would be all over by 10.00am. We put our faith in the forecast and headed off to the Farmers’ Market and the White Stone Historic area. Sure enough, the rain stopped and the sun came out which made for an enjoyable couple of hours wandering around the shops and the market.



We ended the tour with lunch at the Del Mar restaurant down on the Oamaru waterfront. I can recommend the sea food chowder, I have never had so much sea food in a Seafood Chowder anywhere in my tours around NZ. Worth trying if you are ever in Oamaru. memorable Winter Tour over. Our sincere thanks to Anne and Peter Shepherd for organising a Winter Tour with a difference.

Trevor



A fine line up at the Karitane Lookout

Assembling an Early TR Tool Roll

I have been making up TR tool rolls as a hobby for the last few years and I have learnt that you cannot be too categorical about what tools were included when the TR was sold new or if there were an extra. This largely depended on the volume of sales of cars at the time of purchase. Also the tools, if supplied, varied depending on the availability from various suppliers and if the car was for export or home market. As the sales of TRs progressed over the years tools that were included lessened as owners were more inclined to go to their local garage for servicing and repairs. Today we are lucky to get a scissor jack and wheel brace.

The following are tools usually supplied:

Open Ended Spanners

- The spanners were generally supplied by T Williams and were 3/8" x 7/16" AF, 5/8" x 3/4" AF and 1/2" x 9/16" AF marked "Superslim", although I have seen the same sizes with no maker marks, reputed to be from an original tool roll – quite possible!

Wood Handle Screwdriver

- The screwdriver that was supplied was usually 7" with no maker's markings, usually beech with a rounded handle.

Grease Guns

- Enots #1 grease guns were supplied with earlier TRs with a capped tube, blued or black. Later TRs were supplied with the shorter Enots#1d or Tecaletmit GB 2801 grease guns, usually blued but I have seen them in black, bronze, blued and with a crimped finish, the later Tecaletmit was more common.

Jack and Ratchet Handle

- Early TRs had an outside thread with the hook welded on to the body. The later TRs had the lifting hook bolted on to the tube. The earliest ones were black or reddish colour whereas in the later cars they were a reddish or orange colour. There were a few variations to the base colour but usually black.

Pliers and Adjustable Spanner

- These again were T Williams and marked “Made in England”. The adjustable spanner was 7” - the 6” pliers did not have a cutting function. There were other suppliers when they were not available.

Feeler Gauge

- Commonly known as the helicopter feeler gauge. It has three feelers with a rivet in the centre, one of the feelers is .024” with a square end, the other two feelers have a rounded end and were 0.010” and 0.012” thick – very hard to find now.

Headlamp Rim Removal Tool

- This was L shaped and marked “Stanpart” 118971 – 5” long.

Coach Key

- The ever-useful coach key is used for opening the bonnet and the Dzus fittings for the side screens and tyre storage compartment.

Valve Stem Tool

- Used for removing the valve core when deflating the tyre. This was usually marked “Dunlop” but other unmarked ones were also supplied.

Bolt

- For removing the front hub grease caps 1” long - 3/8” AF x 3/16” UNF thread.

Distributor Tool

- Supplied by and marked “Lucas” it has a screwdriver and a swivel feeler gauge for setting the points. There were two types of rivets, this changed about 1960 – the early TRs had an open rivet in the centre and the later TR3 and 3A had a solid domed rivet. It was marked .014 and .016. They were provided up to the TRAs and Bs.

Folding Wheel Brace

- Supplied with steel wheeled cars. This was 7/8” for the later models and 3/4” for the earlier TR2 cars and painted black, marked “Pennant” “Made in England”

Tyre Levers

- “Dunlop” and supplied up to the TR3, not normally TR3As. The later ones had “Made in England” underneath the Dunlop stamp and earlier ones to the left-hand side.

Hub Cap Remover

- For disc wheels up to TR3.

Tommy Bar

- Used for box spanners - 8” and where no hub cap removal tool was required.

Knock on Hammer

- Issued with wire wheeled cars, manufactured by Thor Hammer, these were copper, although the earlier TR2s were supplied with a hammer that had leather on one end.

Starting Handle

- Supplied for all cars, although nowadays if the radiator has been re-cored without the hole, it is usually obsolete.

Box Spanners

- 2 box spanners were supplied, 1 x 6" spark plug spanner and 1 x 7" - 1/2" x 9/16" with holes for the tommy bar.

Tool roll

- Lastly the tool roll, usually with five pouches, but this varied as did the tools. Early TR2s and TR3s were plastic coated jute, whereas the later ones were plastic, usually black.

I have shown photos of my tool roll which also includes some other items that were available to the home mechanic at that time. Most of the tools shown were supplied through to the TR4a.

Good luck with making up your own tool roll.

Bob Birdsall

Pictured is a set of tools for my TR3A, except for the jack and ratchet handle. But of course, for wire wheels a knock-on hammer was included with the hub cap removal tool and the wheel brace excluded.



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>

Photo of the National Weekend 2025

[https://1drv.ms/f/c/bc11e251a2b4ae12/
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.trsdv.uk>

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

The Registrar Reports...

It's the end of August, where has the year gone. Spring is starting to emerge although with some hesitation, so it's time to start to get into the garage to prepare the TR for summer. There have not been a lot of cars listed on Trademe this past quarter although a number have been re-listed, hopefully these will find new keepers.

Ownership changes and listings over the past 3 months I'm aware of include:

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

Purchased by Jon Harrey from member Simon Pimm. Jon reports that the car has damage to the front right guard and bumper which he intends to repair.

TR7 FHC– 1978, Rego IR972, White, three owners, sunroof, Auckland
Owned for 35 plus years the car has spent at least 30 years in dry storage and the owner has reluctantly decided to sell and would like it to go to an enthusiast. It is listed in the "For Sale" section of this edition.

TR2 – 1955, Rego FJ811, Comm No TS7919, Red, \$40,000, Auckland
Listed for sale on Trademe. This TR2 had been restored by member Graeme Duff to a very high standard. In order to keep the Register of cars current, please let me know if you are aware of who may have purchased this TR.

TR6 – 1973, Rego FDS776, Comm No CF8004-U, \$45,000, Green - Christchurch

Owned 15 years, selling on behalf of father. USA import 2009, RHD conversion, SU carbs.

TR6 – 1970, Rego GB-TR6, blue, \$62,000, Nelson
Imported from the UK in 2010 and complied. Full restoration,
extensive work carried out, PI. Not listed in the Registrars database
under this rego.

Used spares

Many of you may not be aware that the club holds a quantity of
used spares, I know this as they are stored in my shed. There is a
spreadsheet on the Register website and I encourage you to look
there first when trying to source parts. Recently a Bay of Plenty
member generously donated:

- A pair of 9" brake drums, these are in good condition.
- A set of TR2/3 hood bows, again in good condition
- A pair of TR2/3 sidescreens. These have been modified to achieve
a better fit and improved ventilation.

If these items or anything listed on the website are of interest,
please give me a call.

Cheers

Frank Cleary- Registrar

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

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**

1978 Triumph TR



Stored in Garage for 30 years with registration on hold.

Offers: 021665885 Triss_and_lynda@xtra.co.nz

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

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

Brand New TR2/3 Front Bumper and one Overrider



Supplied by Rimmer Bros. Unfortunately TR2/3 parts were ordered rather than the correct TR3A parts. Due to the delay in getting insurance clearance, by the time the error was noted it was outside the return period specified. These are new, still in the original packing (note - only one overrider was ordered).

Cost New **\$1274.16**, for sale **\$1175:00**

Jarrold: 03-5470444 autofocus.nelson.nz@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 in Christchurch for **\$50** each, freight nationwide available if required.

Hugh: 021 990441 hugh@weft.co.nz

TR 6 gearbox out of 1973 model

Complete with gears and synchros set up for A type OD. Needs reconditioning as lower shaft worn. Otherwise fine. **\$750**

New Rimmers Bosch style PI fuel pump and filter kit **\$750**

Bruce 021479763



Tr4-6 windscreen frame, rust in bottom corners and surface rust:
free with pick up

Tr4-5 rear bumper, stripped for chroming, needs small repair, **\$80**



Tr4-5 pair rear bumper over riders, stripped for chroming **\$60.**

4 alloy wheel spacers, I think fit most TRs, **\$40**

John Batley: 0274 909 775 john@daviesbatley.co.nz

TRansactions

TRansactions WANTED

**Original Rocker Cover
Oil Filler Cap for TR4A - Triumph or Vanguard**

Hugh: 021 990441 hugh@weft.co.nz

TR Armstrong Lever Action Shock Absorbers

If you have changed to Telescopic shocks already or have a couple of the old shocks that you aren't going to use again, I am interested in acquiring them so as I can have them reconditioned and used as exchange units to save time off the road.

Ken Pfeffer 022 064 1628 pfefshoes@xtra.co.nz

NEW MEMBERS

Welcome to our new members this quarter. We look forward to meeting you at the next social occasion or TR run and hope you enjoy your TR ownership and the fellowship and assistance the Register offer.

Chris & Cherie Scadden Dunedin

1972 Spitfire

THE DEEP SOUTH GROUP of the TR Register NZ Inc Dunedin



To all Deep South Members,

Advance notification of this year's (2025)

End of Year Run.

The run will be held over three days,
Saturday 15th – Sunday 16th – Monday 17th November 2025.
Starting in Alexandra.

This year the Pratts will be our hosts. They have promised us a run to be remembered.

Full details to follow nearer the time.

Put it in you diary now!!

Tell Us Your Story

Members are invited to contribute articles for TRansmission detailing their personal account of TR ownership. Everyone has a story – let's share it with fellow enthusiasts. Please send your articles to the editor.



