

Transmission





Transmission

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FRONT COVER OUTER

Cars parked at Pegasus
Canterbury Group

FRONT COVER INNER

Black Hawk Down - no AI, honest!
Phil van Deurs/John Foster

BACK COVER INNER

Waikato Christmas 2025

BACK COVER OUTER

Forgotten Highway - Auckland
Group

Opinions expressed and advice offered herein
are not necessarily those of the TR Register
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Many thanks to kindred clubs for any use of
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TRanSport

Every year we're surprised how quickly Christmas rolls around, and this, the last edition of TRansmission for the year. It'll be 2026 before we know it.

We recently held the TR Register NZ AGM with record attendance. Thanks to those who joined us or sent proxies for your support of the club and your unanimous agreement to the changes to the constitution that your committee had worked on and recommended. Your attendance and the discussion show your club is in good heart. At the AGM I thanked many people who contribute to the success of the TR Register, including all members who participate of course. In this magazine I would like to specifically extend thanks to Dave North and his able assistant Jon Harrey for the work they do every quarter in producing a high-quality publication with all the news and information we enjoy reading. (Cheers - Editor!)

On a sad note, I note the recent passing of several of our TR friends, Bill Rogers, John Jones, and Peter Edmonds. All were enthusiastic TR owners and committed members of the Register. Our thoughts are with Avril, Denice and wider families and friends.

Nationals 2026 isn't far away. I am pleased to say that attendance will again be very strong. We have regular discussions as members about the format of Nationals and, while there are differing views, your committee is satisfied that the continuing strong attendance suggests the current format is the right one, at least for now. Hopefully, you are registered and looking forward to attending.

At a regional level, a good number of you have held special 50th anniversary events and your committee has been pleased to be able to assist in small part by contributing some funds to support members attending. Thanks to Group Leaders for developing and organising these important celebrations.

Merry Christmas to all of you.

 President

EDITORIAL TEAM

TALK

A packed magazine this time - great to see everyone out and about. The weather is on the up, and many groups celebrated the TR Register 50th Anniversary with a subsidised outing. If your group hasn't done anything yet, get on to it before the funds run out...

On a more sombre note, a few obituaries for well loved members of the Register. A reminder that we are here for a good time, not a long time, so make every day count.

Several cars for sale - please remember that if you sell the car and the new owner is not a member of the TR Register, let the committee know and they will send them a welcome pack.

As always, hope you enjoy the mag.

editor@trregister.co.nz

DAVE



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.

Lester & Judy Sharpe

Auckland

1973 TR6



NZ TR Register

**National Weekend 2026
Christchurch**

Thursday 19th – Sunday 22nd February

Last Call - Reminder

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

Registrations for the National weekend have been strong and everything is lining up for a great weekend in sunny Christchurch. The venues selected are large enough to take a few additional people so if your circumstances have changed and you would like to join us it's not too late. All you need do is send us your Registration form, pay the appropriate entry fees, and start polishing the car.

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.

The 50 spaces we had available for the Rodin Cars visit were filled very quickly and therefore that option is no longer available. Successful applicants received an email on 1 August 25 however if you have any doubt whether you are on the list please contact us.

The latest date for Registrations to be included the Booklet for the weekend is 28 December 2025.

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 – December 2025

The usual Spring weather has disrupted event planning with us postponing a run to Sheepworld. It seems the weather is poor on the weekends so we thought we would be clever and organise a run during the week. A run to Te Arai Links Golf course (very upmarket where members helicopter in) was planned. Good weather, however the timing did not suit some members. In the end 2 TRs and a Lotus made the trip. Very busy at the golf course with parking at a premium but we managed to find spots in between the Range Rovers, Jeeps, Porsches and BMWs. A great lunch and afterwards we did a cruise up to the main Restaurant which has breath-taking views out to sea. It was then time to head for home via the coast road, through Mangawhai, Langs Beach and Waipu Cove.



Next up was a weekend away in Paihia. We are privileged to live in paradise. The South Island has majestic mountains, mid North Island has rolling countryside and thermal wonders and we have the Bay of Islands. Only 3 TRs made this trip (a TR2, 3 and 4A).

On the Saturday we visited the Kerikeri markets then a visit to the Parrot Place. As the name suggests, a parrot sanctuary with a vast array of McCaws, Lorikeets, and other exotic birds. You just can't help yourself saying hello and they saying hello back at you. I especially liked the bird who would say 'Scratch", and lift his wing for you to give him a scratch.

Our evening meal was in Russell at the Swordfish Club. When we arrived at the restaurant we were the only ones there. Within 30 minutes the place was humming. With only one bar person on bar and delivering meals, the night could have easily resembled an episode of Faulty Towers. One of our group helped out, clearing our table and taking the dishes to the kitchen.



Sunday morning it was time to head for home. We decided to take the Old Russell Road back via car ferry, coastline and country. A road designed for TRs. Hills, many corners, and hardly any traffic. A stop for lunch at Helena Bay before our final push for home.

We look forward to our Christmas brunch at Waipu Cove where we will be joined by some of our Auckland members.

Brian and Raewyn Cannons

CITY OF SAILS

Area Report

City of Sails Group Report – December 2025

Club Runs & Adventures: September–November

It's been a busy and thoroughly enjoyable few months for our members, with everything from beach runs to big anniversaries and even an epic adventure along the Forgotten Highway. Here's a round-up of what we've been up to:

ATCC Run to Piha – Sunday 21 September

We were delighted to be invited along on the ATCC run out to Piha Beach. Despite an overcast sky, the rain held off and the views were as stunning as ever. A solid group of Triumphs made the trip, with a cheerful mix of TRs adding plenty of colour at the beach car park. A relaxed, easy Sunday run enjoyed by all.

The Distinguished Gentleman's Drive – Sunday 28 September

A great cause and an event we were proud to support. Representing the club were Dennis & Anne Greenman, along with Dennis Craig and his grandson Nixon. A full write-up is included separately from Dennis Greenman, so don't miss that for the details and photos.

50/50 Lunch – Celebrating 50 Years of the Register – Thursday 16 October

To mark the Register's 50th year, 22 members (including partners) met at Albany Stadium Pool for a mid-morning rendezvous before heading north. The drive took us up through Albany, along East Coast Bays Road and onto the motorway for a gentle cruise to Brick Bay Winery.

We arrived right on 12 o'clock to find the weather playing its part—some sunshine even made an appearance. A lovely lunch followed, made even sweeter by members receiving \$50 off their meal. A perfect way to celebrate a milestone.



48th Isadora Duncan Rally – Sunday 19 October

A slightly smaller field this year, but no shortage of fun. Sixteen people joined for lunch, with fifteen completing the run itself. Thanks to some quick thinking after a road closure, no one got lost — always worth noting! The sunshine made another welcome return despite a gloomy forecast earlier in the week. Congratulations to winners Shaun & Alex Summerfield; second place went to Simon & Judy Thompson, who also took home the coveted scarf for first wire wheels home.

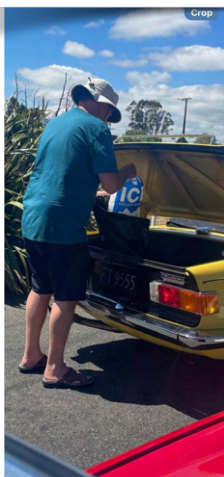
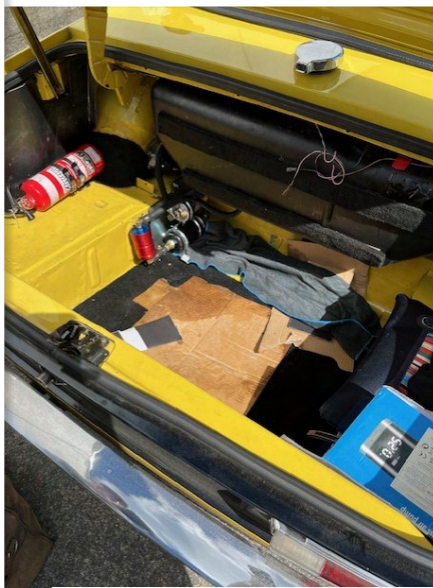
The Forgotten Highway Weekend – Friday 7 to Sunday 9 November

What a trip! Outstanding weather — clear blue skies and real roof-down heat — made this a standout adventure. Seven cars took part: the Booths, Baillies, Batleys, Hudsons, McSherrys, Oxenbridges, and Dennis Greenman (this time piloting his Kia after some last-minute TR woes). Yellow was definitely the theme, with two TR6s, a TR250, and the Kia adding to the glow. We met at BP Southern Motorway and made our way to Cambridge for lunch before heading south through Kihikihi and Te Kuiti.

The heat caused a bout of fuel-pump vaporisation for two TR6s, but nothing a couple of BP ice-bags couldn't fix—two bags per car packed around the pumps and we were trouble-free for the rest of the day. After a brilliant drive into New Plymouth, we checked in and headed out to Social Kitchen for a superb meal, followed by nightcaps at the charming Nice Hotel. Saturday dawned even better. With the mountain in full view, we enjoyed breakfast at Public Kitchen before setting off along the Forgotten Highway with fresh supplies of ice.

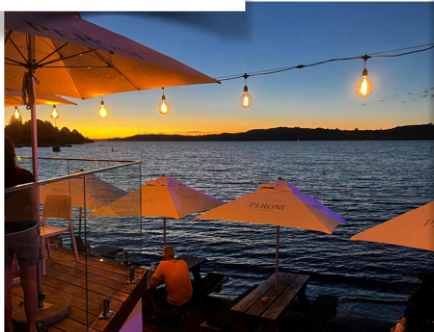


Whangamomona Hotel was, as always, a highlight. From there we cruised on to Taumarunui (with a gearbox drop-off on the way!) and then on to Taupō via Turangi. Two Mile Bay provided the perfect evening of pizzas, beers, warmth and a magnificent sunset. Sunday wrapped things up with breakfast at Espresso Cove before everyone peeled off home—some with more fuel-pump stories than others, but all with big smiles.



Here's to many
more great runs
ahead! Merry
Christmas to
Everyone

*Murray
and
Steph*





Waikato Group Report – December 2025

Over the past few months we've kept things ticking along nicely with our usual monthly runs and dinners — good turnouts, plenty of laughs, and the cars getting the exercise they deserve. But without a doubt, the real standout for this quarter was our **50th Anniversary celebrations**. It was the big one, the event everyone had circled on the calendar, and it absolutely lived up to the hype.

We kicked things off at the Hamilton Classic Car Museum with a display as a main attraction of their monthly classic car show. Show cars and people started rolling in nice and early. It was great to see such a solid turnout of our members cars, including the keen trio of cars who made the trek from Coromandel and the Bay of Plenty. The line-up of TRs looked absolutely mint in the morning sun. We had a full house of all TR models represented. The public were into it too — lots of people wandering through, chatting, pointing out favourites, and swapping yarns. Everywhere you looked there were little pockets of conversation going on, the kind of relaxed buzz that makes these gatherings so enjoyable.

Late morning we fired up the cars and hit the road for the 50-odd kilometre run to Manawaru, near Te Aroha. As expected, the route didn't disappoint — plenty of good, fast stretches and some nice windy bits to keep everyone smiling. Then came the infamous patch of gravel, which was **very** dusty on the day. Didn't matter though, if anything it added to the fun. The cars came out the other side wearing a decent coating of kiwi road patina, and honestly, it was brilliant seeing the concours ready TR5 out there doing exactly what it was built for.



Waikato Christmas 2025

We wrapped up the year in proper style with our catered Christmas dinner on November 26th. A bit early but an evening that turned out every bit as good as we'd hoped. This time we were spoiled rotten, thanks to Christian, a chef from a well-renowned local establishment, Vilagrads, who put together a Christmas menu that was nothing short of outstanding. Every dish that came out had people nodding, smiling, and going back for "just a little bit more."

Dessert was proudly made by the members, and the table looked absolutely magic once everything was laid out. We had trifles, pumpkin pies, fudge, Christmas puddings, and an abundance of fresh fruit and other delightful treats. A huge part of what made the night so special was the venue. Mike and Janie Tubbs once again opened up their palatial home to the club, and honestly, it couldn't



have been a better setting. Their place looked magic — plenty of space to relax, mingle, and enjoy the evening with plenty of friendly banter, and a few exaggerated tales that only get bigger each year. All up, it was a

brilliant way to sign off the year together. Great food, great company, and a fantastic venue — it ticked every box. A massive thank-you to Mike and Janie for hosting once again and organising the chef for such an impressive spread. A top-notch Christmas dinner that'll be hard to beat.

Vishu Singh

Bay of Plenty Travellers

Bay Of Plenty Group Report – December 2025



We are Back!

Yes, thanks to the initiative of Frank Cleary, and the advent of 50 years of the TR Register we came together for the 50 year lunch. Frank organised a great run, meeting at Morton Road, and travelling in convoy to The Flat White Cafe in Waihi Beach for morning tea. Being a fine day the hoods were down. Unfortunately I am unable to drive at the moment, but was a treat for me seeing all the cars together whilst being driven by Jane in the 'modern'. We had 5 TR's on the run. plus 2 'moderns'. The route took us from Waihi beach, through Waihi town, and through the Karangahake gorge onto Paeroa , then to our destination, The Old Forge Kitchen, Te Aroha, where we met up with 2 Waikato TR7s. The lunch was a great success, enjoyed by all.



The lack of support we have been having as a group as been disappointing, and Frank is helping to revitalise us. We only have two members in Tauranga, the others mainly located between Omokoroa and Katikati. Frank suggests we arrange a monthly run, organised by a volunteer, and Nick and Ali have put their hands up for January 2026 - a good start! We also need to locate a venue for 'pubnights'.

We look forward to more action in 2026!

Happy Christmas to you all.

MICHAEL

WANGANUI/TARANAKI NEWS

Wanganui/Taranaki Report – December 2025

NZ TR Register's 50th Anniversary

A full 75 percent turnout of our group joined in on our celebration of the Register's 50th Anniversary with a luncheon at close to the halfway point of our two regions.

The day turned out to be typical TR motoring weather. The group from Wanganui, Mark and Philippa Wilburn, Alan and Gael Hylton and Ken and Teresa Pfeffer set out at 9.30am for a stop for morning coffee at the small country town of Waverly, the home of the great race horse KIWI. Back on the road again, travelling for around an hour to our venue for the luncheon. Brooke and Nicky Richardson from New Plymouth, Norm Holland and Myra from Okato, further up the Surf Highway and Gordon and Julie from just South of Hawera all made their individual way to our 12.30pm get-together. Our venue was the small town of Manaia, the home of the famous Yarrows Bread making plant, just 10 minutes up the Surf Highway from Hawera. This turned out to be a good choice. Waimate Hotel in Manaia hosted our group of 12 to a great variety of food, coffee and refreshments. After good service, and generous proportioned meals intermingled with a lot of talking our time together was starting to run out. Not to be forgotten was some photos of our group before everyone made their way back to their homes with memories of our Registers 50th Anniversary.

Ken Pfeffer



Hawkes Bay Happenings. .

Hawke's Bay Group Report – December 2025

Back home for spring after a visit to Bali and Northern Queensland to escape the winter cold. The traffic in Bali is amazing, not because of accidents just the sheer volume of it. Motor scooters are king making up their own lanes even on the footpath if it makes their journey quicker. No we didn't join the throngs of them.

September 26th we took a journey over the new Manawatu highway. We met at Paper Mulberry Café south of Hastings, 4 TRs (2 x 2s a 4 and a 5) who completed the journey and a couple of extra cars enjoyed the coffee and company. While we were there another group arrived in a McLaren, F Type Jag, a Corvette and a Cobra making quite a selection in the carpark. A pleasant drive south through Waipawa, Waipukurau, Dannevirke and Woodville and then onto the new 2 lane each way motorway over the Ruahines between the wind generators.

The road is 11.5km long, that's just over 7 miles, and is reasonably steep, 8.5% on the Woodville side and 10% on the Ashurst side. A pathway is provided for pedestrians, cyclists and mobility scooters. An asset for NZ, a truly great road and achievement for all those involved in its development and construction. We stopped at the lookout at the top for a look around and photo before we are soon in Ashurst where we have lunch at The Village Coffee & Co.

A very nice lunch and chat about the new road. After lunch an uneventful run back home clocking up 200 miles for the return trip.



October 31st an evening dinner at Off the Track Restaurant between Hastings and Havelock North. 13 of us attended, it was good to see Warwick and Janice along. Warwick has almost completed the repair of their TR3 after it got a little more than wet feet during Cyclone Gabrielle.

November 23rd a trip to the beach was planned. Unfortunately when I sent out the reminder I put the 30th so some confusion ensued. As it turned out the 23rd wasn't a very nice day for the beach however 9 of us met at the Red Bridge Café for a coffee. The weather was pleasant so we had a good chinwag over our coffees and decided that we would forgo the trip on to Waimarama Beach until the 30th when hopefully it would be a nice day. A good decision as during the afternoon we had some very heavy downpours. Isn't it great to have flexibility in our lives!





On the weekend of the 15th/16th a few of us travelled down to Manfeild Motor circuit for the MG Classic race meeting. One of our members, Colin, was racing his Beattie sports car and also an ex TR owner racing his genuine Mustang Shelby 350. Both had some good results. This is a great event to support.

Christmas is almost on us so we wish all TR members and their families a wonderful Christmas and also all the best for 2026. We look forward to the Christchurch National Weekend in February and enjoying the wonderful Cantabrian hospitality.

Happy TRing, Graeme & Joy

Wellington Wafflings...

Wellington Group Report – December 2025

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 50th Anniversary Outing (No AI, honestly!)



Top O' The South

Top O' The South Group Report - December 2025

I start with the sad news of former Group Leader Bill Rogers' passing on September 27 (see Bill's obituary following). Bill had organised a Triumph display for the Omapa Wings and Wheels Show on Sunday 28th but sadly didn't make it to the event. His passing was deeply



felt by our Top o' the South members and he will be a great loss to our small group. Some wonderful tributes were paid to him at a remembrance service held at the Picton Men's Shed where a line-up of TR's and other Triumphs appropriately filled the carpark.

Distinguished Gentleman's Drive



September 28th saw the 3rd running of the Distinguished Gentleman's Drive, a fundraising event for men's health. Group Leader, Jon Harrey, again took part in his TR7 FHC raising in excess of \$300 for the charity. This year we travelled from Nelson over to Blenheim to

participate in the Omapa Wings and Wheels Show where Leon Broadbridge and Jon Haack already had their TR's proudly on display.

50th Anniversary Run

November 9th was a perfect Spring day for our 50th Anniversary outing. Marlborough members met at The Vines Café for coffee before a run up the Wairau Valley to St. Arnaud and Lake



Rotoiti. Nelson members travelled to the Kohatu Café and then to the Lake where we all met on the lakefront for some pre-lunch banter. Lunch was at the Alpine Lodge and after tummies were filled and tongues got tired we all set about the return journey home. All in all a great day out with no issues apart from a minor fuelling problem with Chris Henry's TR6 which is hopefully now sorted with the installation of a new fuel pump.



Other Happenings

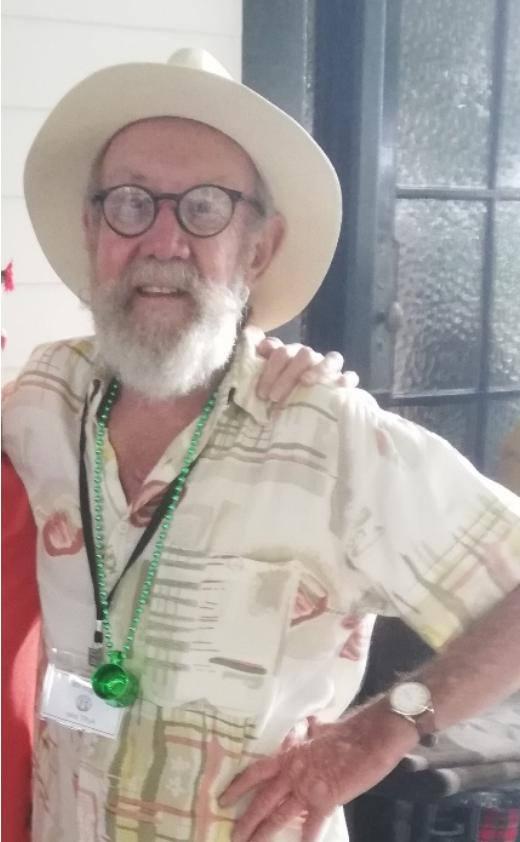
Jon Haack finally has his TR3 out on the road and what a fine looking car it is too. We look forward to following his progress in any upcoming Targa or track events. My own TR7 rescue project is almost complete and should

hopefully be warranted and registered by the time this reaches you.

Looking forward to NW 2026. Happy Christmas everyone.

Jon

Obituary – Bill Rogers



On Saturday 27 September we lost a true friend and stalwart of the TR Register. Bill passed away suddenly at his Picton home aged 80 years.

Bill purchased his beloved TR3A in 2011 and immediately became a member of the Register. In 2014 he took on the role of Group Leader for the Top of the South and in typical Bill fashion he committed himself fully to the role, breathing fresh energy and enthusiasm into the club. Always a strong advocate for the Triumph marque,

and TR's in particular, Bill organised regular club outings, kept in touch with local members through his "Rogers Ramblings" and was a regular and reliable contributor to TRansmission Magazine with informative and entertaining Group Leader reports, often running to several pages.

Bill took over the role of Group Leader as a temporary role *"at least until a new Group Leader is in place."* He held the role for 9 years, only relinquishing the role so that he could devote more time and energy into the local Men's Shed that was in dire need of his organisational and management skills.



Those skills also came to the fore during 2020/21 when Bill led a small organising committee to host the 2021 National Weekend in Nelson – an event made all the more difficult and stressful due to the Covid pandemic. The event however, proceeded and turned out a great success with record attendance. Always a great supporter of local charities, Bill was often at the forefront of fundraiser events and could be relied upon to rustle up a few cars and fly the TR Register flag. Always accompanied by Avril on our local TR runs and at National Weekends, Bill will be hugely missed by local members and by those who came to know him through the Register. He will be remembered as a man who was humble, generous and kind and who gained fulfilment from helping others.

His life was indeed a Triumph.

Canterbury Tales...



Canterbury Group Report - December 2025

Greetings from Canterbury

The past three months have been a rollercoaster, with the reassurance and support from fellow TRers keeping the usual and unusual activities running. It is too difficult for me to prioritise so will report in chronological order.

While I was overseas during August, Lyn and Val organised the activities, with a run to Little River (and lunch of course) and a midweek diner at the Red Poppy which I deeply regret missing. John and Denise Jones picked a balmy spring Sunday in September for a run though rural south Canterbury to “Longbeach Cooks-hop”, a scenic spot with old farm buildings where we parked in a haphazard fashion so it would be impossible to take a group photo, though many took their own photos and John was, as usual, noticeably active with his camera. After a short drive, a nice café in Tinwald we regrouped for lunch. Their pick for the mid-week dinner was this time north of Christchurch, “The Plough”, a pub in Rangiora, where Barry passed around a large bowl of crackling as a tempting entree.

In quick succession, Peter Edmonds and John Jones passed. Both were, in their own ways, stalwarts of the Register and I wish to briefly mention each of them.

Peter Malcolm Edmonds, 8 August 1940 – 8 October 2025



Peter grew up in the UK , became an aircraft engineer and purchased his beloved TR6, CP50546-O brand new from the Triumph dealer in Slough on 1st March 1970. When he relocated to New Zealand in May 1973 he brought it with him. Apart from some mechanical overhauls and stone-chip touch-ups the paint and condition is original. In July 1992 Peter added a 1960

TR3A to his garage, it had had about 10 owners as it made its way from Auckland to Christchurch. He kept both cars the rest of his life. Peter was employed by Mount Cook Airlines for some time and his interest was obviously in engineering and transportation. He was active in many of the Canterbury motoring clubs and was a very early member of the TR Register from its formation. An active participant in events run also by the

Triumph and Vintage Car Clubs, (including their Swap meets). Unfortunately, poor health restricted Peter's ability to drive his TR's during his later years but he loved to talk about them to visitors and having them in his garage gave him pleasure.



John Bernard Jones, 10 June 1952 -24 October 2025



John started working life as a toolmaker before progressing to draughtsman until a Kiwi girl, Denise, headhunted him for a permanent position as husband and father. They married in the UK in 1973 and moved to NZ in 1974. He joined the RNZAF (for 34 years) once in NZ and while on secondment to the UK they bought the TR6 in 1999 and it returned with them to Blenheim in 2000 where they joined the Register. As it happened, there was no opportunity to attend a Register event there until the next National Weekend in Christchurch occurred.

John and Denise have two daughters, Clara and Amanda. When John and Denise moved to Christchurch they joined the Canterbury Group. They gave generously during their time as Group Leaders, and even afterwards they made their Rolleston house a base for Christmas functions and were co-ordinating and organising runs and dinners until John's last week.



All of us hope that Denise will continue to be part of the social family she has had such an important part of creating. In conclusion, Red TR6, new owner Amanda Jones Palmerston North, should soon make contact with the Whanganui Group.

Returning to more prosaic matters: also during October, we had our customary midweek dinner, at the Cranford Ale House. Well attended but unusually subdued.

On Sunday 9th November the Canterbury TR Register Group celebrated the 50th anniversary of the TR Register in NZ. John and Denise had been trying to arrange for a spectacular setting/venue but the proposed hosts were proving uncooperative. In John's last week with us he had to admit that he was too unwell to continue so Carole and Mike Lester stepped in and arranged for us to take a lovely drive up north Canterbury, culminating at the Pegasus Winery for the official lunch. The weather was ideal and 13 TR's were able to line up outside with the Register flags. Thanks to Rob and Phil for the photos.



Cars and lunch at Little River



Dinner at Red Poppy Thai



Tinwald Lunch



The Plough, Rolleston



Cranford Ale House



Coffee to start at Pegasus



Pegasus Lunch



Mike's drone shot - Pegasus

It was reassuring to end the 'quarter' on a pleasant note after such inauspicious events intervening. The groundwork for the National Weekend 2026 continues unabated with individual committee members carrying out their tasks and regular committee meetings. It occurs to me that this will all be over by the time the next Transmission goes to print.

Merry Christmas from the Canterbury Group

Steve Rofe



Deep South Group Report - December 2025

A busy time for the Deeps South TR group. To start with Rona and I went to Australia to be part of the Australian TR Register National Weekend. We flew to Melbourne, picked up a hire car, met the Cusses and Cleary's in Geelong and drove the Great South Road to Adelaide where I picked up Ivan's TR6 for the NW in Hahndorf. The Australian TR register is just 2's and 3's but 65 or so were there. We also were part of the "Bay to Birdwood" car rally (think London to Brighton) with 1600 other cars from 1904 to moderns.



**Me in Ivans
TR6 on the
Bay to
Birdwood
rally**

After the NW Rona and I went walkabout for two nights in each place, up to the Flinders Ranges, Broken Hill, Mildura and Echuca on the Murray River before staying with the Cusses in Albury. A couple of days retail therapy in Melbourne, then home. Just under 4000 K's - Knackered!

Something different! A TRain trip

On our last Group Weekend Mark and Judy had mentioned, “Why don’t we do something a bit different”? Instead of travelling in the TR’s let’s go by TRain. Saturday 11th October saw us piling on to the train at the Dunedin Railway Station for a TR trip with a difference! Not TR power this time but TRain diesel power. It was a lovely sunny day, and the scenery was fantastic. The views of the harbour and coast on the way to our drop off point couldn’t have been better. We disembarked at Evansdale, Glen and made our way to the Arc Brewery where Mark and Judy had reserved a table for the group. We spent a very enjoyable hour or so at there, socialising and sampling many of their brews which they had available.



“All aboard”

All too soon it was time to make our way back to the train pickup point and return to Dunedin. To top the day off, Mark and Judy had made a booking for the group at Cobb & Co for dinner. A great way to finish a unique Deep South excursion with a difference. Thanks Trevor, for the report.

The End of Year Run

Liz and Lindsay Pratt were organising the Deep South Group famous end of year run this year, and it was a good one. The cars met at Industry Lane in Alexandra and after coffee set off for Arrow Town, through the Kawerau Gorge to our first stop. Due to the Arrow Town Marathon causing an issue with roads closed a few cars had to meet us there. The first stop was to Murray's Merc shed near Arrow Town to enjoy looking at his collection of Merc's old and new, a classic mini and an American something. Lunch was a picnic here:



Beautifully parked outside Murray's shed in Arrow Town

12 cars made it, 4 TR4's, 5 TR6's, 1 Stag, 1 Lotus and a modern. A TR3 joined us the next day just for the run. After lunch, an exhilarating drive over the Crown Range to Wanaka via the Cardrona pub, for our first nights stop at the THC. A great social night with dinner at the Monteith's Bar on the waterfront.



Having fun in Wanaka

Sunday morning saw us up early, the modern had departed, and we were joined by a white TR 3, and a glorious day was in store. The weather was stunning, clear blue skies, warm and little wind. The lakes and mountains were magnificent as we drove across the divide. The morning tea stop was at

Makarora, then through Haast Pass and onto the West Coast and Haast township. Some cars then went to Jackson Bay for Lunch, and some went to Ship Creek to view the wreck of the clipper ship Schomberg, wrecked off the Victorian coast, Australia in 1855. In 1871 it had drifted 2000km across the Tasman Sea to New Zealand.

More fuel going in

The obligatory fill up with petrol in Haast and then back to Cromwell for another fabulous drive, marred only by a couple of inconsiderate camper vans doing 57km/h and not pulling over. The last night was at the old Gate Motel in Cromwell, with dinner in the 5 Stags Bar. Monday morning and leisurely trip home and a stop at the Wedderburn pub for hot scones. A great weekend of hard driving and good company. Now looking forward to the NW in Christchurch.

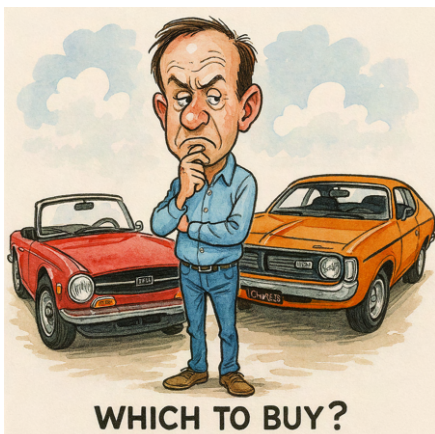


Rona and Ian Ramage

If only I knew then!

It was during a recent trip to Christchurch that I happened upon a stack of early NZ Classic Car magazines in a Lincoln Road op shop. These dated from 1991 through to 1997 and although I was seriously tempted to buy the lot I decided upon just a small selection of half a dozen or so. These early examples are a far cry from the modern equivalent in as much as, apart from the magazine cover, the print is all black and white on low quality newsprint paper. I guess that's what you expect for \$2.50? Inflation in the early 1990's was clearly rampant as within 6 months the price had risen to \$2.95 by January 1992, \$3.50 in October 1993 and by 1997 the price was \$5.50. Extortionate!!

Most of us will remember that back in those days there was no Trademe or online website for auto sales so most cars were advertised through local or national papers or auto sales magazines. These now provide an interesting insight into the changing fortunes of various marques and models including our own TR's. Who would have thought for instance that a 1972 Valiant VH Charger R7 in mint condition could have been bought back then for a mere \$12,000 whilst today asking prices veer northward of \$100,000! Conversely, a TR7 DHC in very tidy condition was on offer in 1991 for \$17,500 which would be of similar value on today's market.



Here's a brief summary of some advertised asking prices in the 90's:

Triumph TR's:

1954 TR2 long door, very tidy, \$19,500

1963 TR4, very tidy, \$10,500

1971 -1973 TR6's – several to choose from \$14,500 - \$17,500

1979 TR7 DHC – 2 owners, excellent condition \$17,500

Or a **Triumph Stag?** - several on offer between \$16,000 and \$20,000

Other Marques:

1978 Ford Escort Mexico - \$11,000

1970 Ford Falcon XWGT – immaculate - \$25,000

1967 Ford Cortina GT – ground up restoration - \$11,000

1970 Valiant Pacer VG – very tidy - \$8,000

1972 Valiant VH Charger R7 – mint condition - \$12,000

1977 Holden Monaro HX GTS – 1 owner, 42,000 km's - \$12,000

So “if only we had known then what we know now” we could have made choices back then which would have returned a very healthy financial benefit if we owned those same vehicles today. Those who bought their TR2's, 3's, 4's, and 6's for less than \$20k will today be feeling quite happy with their initial investment although anyone with the foresight to buy a Holden Monaro GTS, Valiant Charger or Ford Falcon XWGT will today be undoubtedly investing in high end security systems.

At the end of the day those who own their bulky Aussie or American V8's will never know the true joy of the TR driving experience.

Question: knowing what we know now, would you still make the same choice when it came to buying your classic car? Of course you would!

Jon Harrey

The Distinguished Gentleman's Drive 28th November 2025



Anne and I in our Dapper gear at the start of the run which was at the old cricket stand in the Auckland Domain. We were joined by Dennis Craig and his grandson Nixon in a Triumph Stag as well as 23 other makes of cars.

This drive is organised by The Distinguished Gentleman's Organisation for the raising of funds for men's health & prostate cancer in New Zealand. Those who take part in this run get sponsorships for their car. We have undertaken this run for the last three years as a mark of respect to friends and family. This year 25 cars took part of different makes and models. Some of the fun is getting dressed up in Dapper gear, to look the part. The run this year raised \$18,000 for Movember Prostate appeal.

We were supposed to travel in convoy up Grafton Road which worked fine until we got to the lights at the end of Grafton Bridge. These lights only let 3 cars through at a time, and Karangahape Rd lights help to break up the convoy. Lucky, we had a reorganisation point at Curran St, under the Harbour Bridge. Heading off from here we were supposed to head in convoy to Highway 16. This is where things sort of fell apart, again we took a wrong turn and got on 16 at Hobson Street, while Dennis and Nixon took a group for a grand tour of the inner suburbs and got on 16 at Point Chevalier.

We all reassembled at Soljans Winery before heading off to the Hunting Lodge. We arrived at Soljans via a detour through Brighams Creek and Whenuapai, but that's another story. At the Hunting Lodge we were treated to lunch of platters, pizza breads, and pizza, so much that people were taking doggie bags home. We were seated with the other Dennis and Nixon and other gentlemen. Nixon kept us amused with stories of his first car purchase at 15 a XJS Jag for \$1000 and which he sold a couple weeks later for \$3000, he is an interesting young man.

I would like to acknowledge Margaret Jones for the photos.

Dennis Greenman



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.**

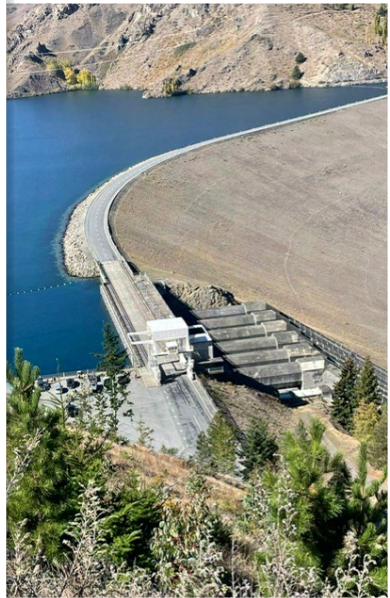
Not a TR in sight but a personal Triumph none the less.

Prior to the 2025 TR Nationals in Auckland I decided I might need a stretch, once home, to recover from 2000 plus kilometres in the driver's seat of our TR7 coupe. What better way to limber up, I thought, than a bike ride from Cape Farewell at the top of the South Island to Slope Point at the very bottom? Having told enough people I was 'gunna' do it, I couldn't back out without losing face, so, on March 17 off I set. To cut a long (1406 km) story short, what followed was 14 days on the bike (a Trek gavel bike) down the centre, more or less, of Te Wai Pounamu, staying off the main highways as much as possible, traversing multiple mountain passes, three hydro dams, utilising several Great Rides and at least half a dozen rail tunnels. The ride down felt so good I decided to ride some of the way back home! (short term memory loss has a lot to answer for!).



5 days and 460 clicks later I arrived in Ranfurly and not wanting to face Danseys Pass again, pulled the pin





Vital statistics:



Total distance: 1866 kilometres
 Days on bike: 19 total days 23
 Longest day: 139 kms. St James Station to Rangiora
 Highest altitude: 1361 metres. Island Pass, Rainbow Rd.
 Most climbing in one day: 1619 metres. Balclutha to Slope Point
 Total metres climbing: 17,430 metres
 Breakdowns: 1 puncture
 Days of rain: 1.5

Conclusion: Whilst a journey like this wouldn't seem far in a TR, it was quite a long hike on a bike!

Alan Blackie

TIPS AND TECHNICALITIES

TR 2-4A Rocker Feed Pipes

Not long ago I had a query on excessive oil use on a recently rebuilt Triumph TR4 cylinder engine. After eliminating most of the more obvious reasons I noticed on a photo that the motor had been fitted with an extra rocker feed pipe, these are a commercially available pipe which feeds extra oil from an oil gallery on the side of the motor to the back of the cylinder head which in turn feeds more oil to the rocker shaft. This stirred my memory, as in the past, I had fitted one of these pipes but soon removed it, as I too, had found I was using extra oil.

Originally the 4 cylinder motors were not fitted with valve guide seals so if the motor is rebuilt to original, a portion of the extra oil provided by a rocker feed pipe is forced down the valve stems and burnt off. The fitting of top hat valve guide seals will not work as they will not fit with the double inlet and triple exhaust valve springs. If still in the process of rebuilding the head and wanting to fit a rocker feed pipe there is available a small donut shaped seal available - AEK113 - which can be fitted and for the more adventurous the seals can be fitted with the head in place by using the old rope in the cylinder trick (don't do it unless you know what you are doing!). There is also the thought that by fitting valve stem seals the valve shafts are going to be running a little dry with possibly more wear of the guides. Are these extra oil feed pipes really needed? If you are not doing high mileage or intending to race, any wear of the rocker shaft is going to be minimal at the rate these cars are used now.

Ken Pfeffer

LINKS

An electronic version of **TRansmission** is available on the club website. Open this and you can click on the links:

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

A link to the TR Register facebook page:

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

Enjoy this drive in a sidescreen TR...

"1960 Triumph TR3a Goes for a Drive - Export or Die British Sports car fun"

<https://youtube/BeW5Pf2bszA?si=yLMpXSsBqbdcxrZo>

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

The TR Spares Development Fund

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

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

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

The Registrar Reports...

November 2025: There have been a number of TRs listed on Trademe just recently. It might be an opportunity to treat yourself to an early Christmas present. As always please let me know of ownership changes so the Register database can be kept up to date. A gold star for Vishu Singh for putting his hand up to two recent acquisitions.

TR7DH – 1982, Rego NZ4636, Comm No TPADJ7AT213434, Gold, Black hood, original tartan seat panels

- Purchased by Vishu Singh recently, looks to be in good condition, now recorded on the Register database.

TR6 - 1970, Rego 70TR6, Comm No CP51105, White (ex UK rego VHP306H)

- Ex Tauranga, purchased by Vishu Singh. Known to the Register.

TR3A – 1960, Rego IU3, Comm No TS63135, Powder Blue, Black trim, Christchurch

- Trademe. This TR3A was owned by the late Peter Edmonds. The Register notes record that a complete restoration was undertaken by Peter during the period 1976-'78.

TR6 – 1970, Rego GR4885, Comm No CP50546-O, Royal Blue, Black trim – Christchurch 71,350 miles

- Trademe. This TR6 was purchased new by the late Peter Edmonds and is unique being a one owner car.

TR6 – 1972, Rego GD154, Yellow, PI, OD, Hardtop, \$64,900, Auckland

- Trademe. Does not appear to be recorded on the Register database, if anyone knows of this TR please contact me.

TR6 – 1970, Rego KKM869, Comm No CP54198, Engine No CP51336HE, Napier, \$57K

- 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. Re-listed on Trademe.

TR6 – 1971, Rego WB8077, Comm No CP52137, red, black trim, hard and soft top, \$44,000, Christchurch

- Trademe. 1971 Triumph TR6, 2.5, petrol injected, 4 speed with electric overdrive. This car was sold new in Christchurch in November 1971. (Original ownership papers included). This car has been well cared for, regularly maintained, kept original, and runs well.

TR4 – 1962, Rego TQ2505, Comm No CT4944L-O, white, black trim, Surrey top, \$55,000, Wanaka

- Trademe. Extensively modified to enhance its performance and safety. Mods include: a low inertia steel crankshaft with dummy mains, fast road cam, alloy head, twin 45 DCOE Webers, programmable electronic ignition, AP Racing 4 pot callipers, booster, dual master cylinder, 5 speed Toyota gearbox, Quaife LSD, 15 inch Minilite wheels. Body mods are similar to works rally cars. A full list of improvements and original parts and spares can be obtained by contacting: jd.langley@icloud.com. The register database records this TR as ex Australia.

TR4A – 1967, Rego MYTR4A, Red, Comm No CTC58100-O, Red, Black trim, OD, \$68,500, Waimac

- Trademe. The Register database identifies this as built in 1965 supported by the commission No sequence. May have been a private import first registered here in 1967. Has been rebuilt, completed in late 2012.

TR7 - 1977, Rego TR77T7, Comm No AG15718, blue, red and black tartan seat panels, \$25,000, Warkworth

- Trademe re-listed - Total recent rebuild, everything done 1000 kilometres since build, New WOF for new owner Bluetooth audio. Early TR7s are becoming sought after nowadays.

Summer is here and time to head out topless and enjoy our wonderful roads and scenery. Merry Christmas

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 \$55,000 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**

1964 Triumph TR4



This car has been extensively modified to enhance its performance and safety. Mods include 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.

\$55,000

A full list of improvements and original parts and spares can be obtained by contacting:

John Langley 021 442 271 jd.langley@icloud.com

1955 TR2 Project for Completion



1955 TR2 Short Door TS41260

Lost my workshop and project stalled. Much time and money spent to date but seeking enthusiast to put the finishing touches.

New panels from Bastuk Germany: All four guards, rear apron and door skins. Radiator recored. Engine stripped new rings fitted plus after-market crank seal fitted. Head reconditioned, valve seats, guides and valves plus rings and after market crank seal kit fitted by Kerry Lindsay reconditioners. Gear box checked over by Ken Pfeffer - some seals replaced. Overdrive operating. Chassis straightened and sandblasted and painted two pot black. Body tub sandblasted, etch primed and painted black underneath. Rolling chassis complete with suspension and brakes. Rear suspension damper units reconditioned. New wiring loom, gearbox and engine mounts. New stainless beading strips for the guards. All original instruments and interior etc., pretty much everything is there to complete the project plus there are some extra spares. Body work still to be done includes alignment of panels, doors, bonnet and boot lid then sanding and filling. And the best bit - its registration and original black plates AL3906 are on hold - just complete the job get a WOF and you're on the road.

Offers around **\$20,000 - \$25,000**

Dave 0274 432055 daveh@propeller.co.nz

1982 Triumph TR& Convertible



51,000 genuine miles. Needs a new home. **\$11,000**

Vishu 021 783711 papesto@yahoo.com

1973 TR6 1973



82,782 miles. Personalised plate. 4 speed with overdrive; fuel injected. Has completed South Island tours with the TR Club and past winner of Concours d'Elegance. Comes with soft top, hard top, and tonneau cover, all in excellent condition. Consistently well maintained by qualified mechanics. Quality example of this coveted motor. Based in Wairarapa. **\$62,995**

Teresa 0212373180 teresawatsonnz@gmail.com

Upgraded 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 upgraded my front suspension so surplus. **\$45**

Photos available birdsall@xtra.co.nz



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

To help keep our TR's on the road the following are for sale :- TR IRS Rear wheel Hubs. Rebuilt with new bearings seals and collapsible spacer. \$320.00 with reuseable exchange and serviced Armstrong Shock Absorbers \$195.00 with serviceable exchange.

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



Tr4-5 pair rear bumper over riders, stripped for chroming
4 alloy wheel spacers, I think fit most TRs,

\$60

\$40



Polished SS rear bumper for TR4-5, as new, a slight dent which the overrider covers. Would appear to have more slightly more curve than the original?

\$275

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

TRansactions **WANTED**

TR 3 Door Latch yawl and inner cam, or any idea where to source one

birdsall@xtra.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

I want and need a set of **4x 15" rostyle hubcaps** for a 1969 TR6. I believe that there are several around the country, and I am aware of a set in Dunedin. Needed for the annual weekend Feb 2026

Graeme Skjellerup 021388059 gskelrup@xtra.co.nz

I'm building a modified road legal TR6 that I can use on Track Days and to maybe get back into a little Classic racing. This is your opportunity to make some money, clear your garage of those bits and pieces that you will never use and to see them go to a good home. I'm looking for **performance parts for a TR6**. Engine, suspension, brakes, wheels or whatever you have that might be of interest to me. A set of triple Webers or an uprated injection setup would be helpful. I may also be interested in your unfinished project. I'm Auckland based but happy to travel or pay any freight.

Mike Petersen 0274921462 rover-46@hotmail.com

TR6 Wheelnuts

Vishu 021 783711 papesto@yahoo.com



