

TRAnsmiSSion





TRAnSmission

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FRONT COVER OUTER

City of Sails group in the evening

FRONT COVER INNER

City of Sails group not in the evening...

BACK COVER INNER

Honestly officer, I though the speedo was in KPH not MPH!

BACK COVER OUTER

Enjoying the After Tour

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.



TR REGISTER NEW ZEALAND (Inc)

*P.O. Box 17-138 Greenlane
Auckland 1546 New Zealand
web site: www.trregister.co.nz
e-mails: info@trregister.co.nz or as below*

2024/2025 NATIONAL COMMITTEE

info@trregister.co.nz
Unless otherwise shown

PRESIDENT

Stephen Higgs 027 4782246 **TR4/8**

VICE PRESIDENT

Ian Harris 027 5487122 **TR6**

TREASURER

Bruce Baillie 021 479763 **TR6**

MEMBERSHIP

Alisdair Keucke 027 4804226 **TR6**

REGISTRAR/CONCOURS/INTERNATIONAL

Frank Cleary 027 4393146
TR4/6/8/GTR4ADove

SECRETARY

Helen Ferner 021 337637 **Doretti**
secretary@trregister.co.nz

WEBMASTER/

NATIONAL WEEKEND LIAISON
Stephanie Booth 027 4744601 **TR6**
webmaster@trregister.co.nz

TRANSMISSION EDITOR

Dave North 021 1678887 **TR3A**
editor@trregister.co.nz

COMMITTEE

Ian Ramage 021 571700 **TR6**
Bruce Stuart 021 714473 **TR4A**

SUPPORT OUTSIDE COMMITTEE

WEBMASTER

Jim Vassiliadis 027 4411318 **TR4**
webmaster@trregister.co.nz

ARCHIVIST

Jonathan Petterson 021 1247950 **TR3**

TECHNICALITIES

Ken Pfeffer 022 0641628 **TR3/5/6**

GROUP LEADERS

NORTHLAND

Brian Cannons 027 2809644 **TR3/6**
northland@trregister.co.nz

AUCKLAND

Murray & Steph Booth 021 2528265 **TR6**
auckland@trregister.co.nz

WAIKATO

Vishu Singh 021 783711 **TR6**
waikato@trregister.co.nz

BAY OF PLENTY

Michael&Jane Thorman 027 4742625 **TR3A**
hop@trregister.co.nz

HAWKE'S BAY

Graeme&Joy Thomas 022 4001367 **TR2**
hawkesbay@trregister.co.nz

WHANGANUI/TARANAKI

Ken Pfeffer 022 0641628 **TR3/3A/4A/5/6**
whanganui@trregister.co.nz

WELLINGTON/MANAWATU

Jonathan Petterson 021 1247950 **TR3A**
wellington@trregister.co.nz

NELSON/MARLBOROUGH

Jon Harrey 027 4924863 **TR4 TR7 FHC/DHC**
nelson@trregister.co.nz

CANTERBURY

Stephen Rofe 027 4241742 **TR2**
03 942 3978
canterbury@trregister.co.nz

OTAGO/DEEP SOUTH

Rona Ramage 021 2726276
Ian Ramage 021 571700 **TR6**
deepsouth@trregister.co.nz

TRanSport

Firstly, a hearty thanks to the organisers of Nationals 2026 in Christchurch which was a huge success. If I was to highlight one aspect, it would be the holding of the Concours event in The Square, where both entered cars and other member cars were displayed. This produced huge public interest, lots of questions and conversations from the public and great exposure for the TR marque. Perhaps we met some future members!. For those of you who weren't at Nationals, I'll summarise some of the key outcomes from the forum discussion with members: Along with regular Committee liaison with regional group leaders and the AGM, the forum is a great opportunity for your Committee to hear what members think. We agreed we all need to work hard together to maintain and grow our membership. I encourage all of you to be ambassadors for the TR Register. If you sell a car, please do all you can to encourage the new owner to join. If you see a new TR in your region, photograph it and the number plate and let Frank Cleary as Registrar know.

A new initiative your Committee proposed which received strong support was a technical forum to be held a couple of times a year on Zoom. What will be covered in those sessions will be led by members advising us the issues that interest you. We will let you know more about that over the next month or two.

I had the pleasure at Nationals of awarding a life membership, which recognises excellent and longstanding service to the Register. The awardee was Alisdair Keucke who over the years has held the positions of:

- Membership Secretary
- Auckland Group Leader
- Committee Secretary for 12 years
- Organising committee for the Auckland Nationals and Blenheim Nationals.
- TR Register rep on the Ellerslie Concours Committee for coming up 20 years

Thanks Alisdair for all you've contributed and congratulations on your life membership.

The forum concluded that your club is in good heart. Please take every opportunity to enjoy the benefits that offers you.

 President

EDITORIAL TEAM

TALK

A brief editorial - so many great photos to include I've had to use a smaller type font so get your reading glasses out.... If you couldn't make the National Weekend we missed you. Make sure you are at the next one.

A reminder - if you sell your car, let the committee know and they will send a welcome pack to the new owner. We need to ensure that our membership doesn't slowly dwindle.

Cut off dates for articles for 2027 issues of TRansmission:

Winter Edition:

- Reminder: 15 May
- Cut-off: 29 May
- Publication: 12 June

Spring Edition:

- Reminder: 14 August
- Cut-off: 28 August
- Publication: 11 September

Summer Edition:

- Reminder: 13 November
- Cut-off: 27 November
- Publication: 11 December

That's all I've got room for!. If your article didn't make this edition, I'll endeavour to include it in the next edition. Enjoy the mag!



editor@trregister.co.nz

DAVE

National Weekend 2027, Manawatu

Thursday 25th to Sunday 28 February

The Wellington TR team invites you all to join them for a weekend exploring the Manawatu region. The evening venues will be in Palmerston North, where there are a range of accommodation options. Daytime activities will take in some of the area's great rural roads and might even include some small tests of driving skill - don't worry, you won't have to bring your crash helmet! We have also begun planning for the after tour, which will head up through Whanganui to Taranaki.

More information will be provided soon, but in the meantime you can direct enquiries to the Wellington organising team at trnwgt2027@gmail.com

NEW MEMBERS

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

<i>Karl & Michelle Fisher</i>	<i>Auckland</i>	<i>1981 TR7V8</i>
<i>James & Janine Chamley</i>	<i>Maraetai</i>	<i>1962 TR4</i>

Tell Us Your Story

Members are invited to contribute articles for TRansmission personal account of TR ownership, restorations, poems! Everyone has a story – let's share it with fellow enthusiasts.

Please send your articles to the editor.



TOP OF THE NORTH Tales

Top of the North Group Report – March 2026

We would like to start off this article by confirming what we already know – the members of the Register are a wonderful bunch of people. Our recent trip to the Nationals in Christchurch did not go according to plan with our ferry crossing being cancelled due to weather conditions and the car not going as well as expected. We made it to Whanganui and left our car in the capable hands of Ken Pfeffer and flew to Christchurch. We were kindly offered a TR to drive by Rob and Sally Taylor but decided to take up an offer by Dave and Jenni Tong to travel with them in their modern car. We are pleased that Malcolm and Jan Devereau and Stephen Jones with partner Leeanne made it to the Nationals unscathed. Stephens TR6 has only just been recommissioned after a 30 year hibernation so it was an ambitious trip. The car performed well both there and back with no issues. He is now enthused to get his car to concours calibre.

Our annual brunch at Waipu Cove café in early December was a great success with our numbers being swelled by a group from Auckland. We also used this event to celebrate the TR Register 50th Anniversary. Thank you to all those that were able to attend on the day.

The Christmas and New Year period is a time when members spend time with family. For us it has been grandparent duties and house maintenance so not a lot of TR activity has occurred in this time.

We are hoping that we will be able to get in a run or two before winter but may be impacted by the current petrol prices. I did hear that 'carless days' is an option being considered. I wonder how we can get an exemption for our TRs.

Brian and Raewyn Cannons

Following is a summary by our new member Stephen Jones on the National Weekend

When I first heard about the 2026 TR Nationals in February, I immediately thought it would be a fun reason to go on a long roadie in my 1971 TR6. I have owned the car for 40 years but it has been sitting in a storage shed for the past 25 years. It was my dream car when I bought it in 1986, and I had lots of great trips in it from the Far North all the way down as far as Queenstown back then. When I moved overseas, I couldn't bring myself to sell it and so into storage it went.

Forty years after buying it, I decided it was time to get it back on the road! I fortunately got connected with TR Register's Brian Cannons in Whangarei (which was where the car was stored) who said he might just know someone who could help me revive the old girl. Brian introduced me to Noel and between the two of them they located the car in the storage locker. She? was covered in a thick layer of dust and was surrounded by old furniture and a bunch of LPs from the 70s and 80s. Step by step they worked their way through the various systems of the car and decided that she was salvageable. The body and paint were in good condition following a back-to-metal body restoration in the early nineties, but pretty much everything else was suffering the effects of not moving for 25 years.

With the goal of getting the car ready for me and co-driver/navigator Leanne to get to Christchurch for the Nationals, Brian and Noel did an incredible job of making a safe, reliable and good-looking car ready to go. One week before the Nationals we put her through the VTNZ re-certification and WoF checks and incredibly she sailed through without a single issue. A neighbour in my apartment building insisted that the car must have a name before we left and dubbed her "Roberta La Rouge" - and we were off!

We drove down from Whangarei and on to Taupo where we met a group of other TR enthusiasts who immediately made us feel incredibly welcome, and we set off in convoy down to Wellington for the night. We let the rest of the convoy get up early and cross while we spent the morning exploring Wellington and then got the afternoon ferry to Picton, enjoying a beautiful day to cross the Cook Strait and journey through the spectacular Marlborough Sounds. Coming from Canada, it was Leanne's first trip to the South Island and the weather was perfect.

Still connected to the rest of the convoy through an entertaining WhatsApp chat group, we then drove solo to Kaikoura and then up through the remote back roads to Hanmer Springs. The car was running like a dream with a nice growl out of the exhausts as we accelerated up through the winding hills and narrow bridges. The car felt good to be back in my hands again and the old muscle memory soon kicked in synchronising gear changes with switching in and out of the electric overdrive.

After a night in Hanmer we arrived into Cathedral Square to see the amazing collection of cars and a buzzing group of proud owners and admiring passers-by. Again, we had the immediate feeling of being welcomed into the group and happily chatted with new friends. The “Red & Black” themed gala event was a hilarious mix of great costumes, great music and dubious humour!

With the Nationals over we were both well and truly hooked on the event and the car purred back up the country without missing a beat.

Thanks so much to Brian and Noel for preparing the car so well and thanks to all our new friends for your encouragement and support... now I am left wondering what I need to do to get on the podium...



CITY OF SAILS

Area Report

City of Sails Group Report – March 2026

Christmas Brunch Run to Waipu. Sunday 7 December

How lucky we have been with the weather for our events, finishing the year with another fantastic day and drive to the Waipu Cove Café for brunch with fellow members from the north. Seven cars trundled up the main highway, arriving around 10:15 – just in time, as the parking was already starting to fill up. We enjoyed a lovely catch-up with everyone before heading home via the back roads through Langs Beach, skirting around Mangawhai and rejoining SH1 at Kaiwaka. From there we turned off at Wellsford onto SH16 for a great run back to Auckland. With no traffic and fabulous sunny weather around 30 degrees it was a perfect drive. Once back in town we swapped our car over and cooled off.

Auckland Group Pub Night – Christmas Do at the Baillies. Tuesday 9 December

Les and Bruce Baillie very kindly offered to host our final get-together for the year at their home. Twenty-five of us were treated to fabulous canapés including smoked salmon wasabi toasts and pear on toast with brittle. The mains were equally delicious: salmon, baked ham, potatoes, tomatoes, peppers and mozzarella with a spicy dressing, along with peas and beans. To top it all off was my absolute English pudding favourite – lemon posset – delicious!

Huge thanks to Bruce and Les for hosting our rowdy bunch of revellers.

Overseas Visitors. Sunday 30 November – French Visitors

We met Jean-François and his wife Marie-Laure who were visiting from France. They contacted Stephen to see if it might be possible to meet up. A small group of us went to Takapuna Beach Café for dinner. The plan was to sit outside in the sunshine looking over the beach with Rangitoto in the background – but the weather had other ideas! It was absolutely appalling, raining and windy, so we sat inside instead. Despite the weather we had a lovely evening talking TRs.

18 December – English Visitors

We also met up with Ian and Sheila Barker, who live in Dubai, have a house in Spain and a place in England – with a TR6 in Spain, a TR8 in England and an Austin-Healey in Dubai!. They were visiting New Zealand for ten days to see friends over Christmas. We met them, along with Ian Harris, at Pt Chevalier Beach Café for coffee.

ATCC Run to Port Waikato Sunday 28 December

Five cars joined this run – another great drive followed by a picnic lunch.

Annual Fish & Chip Run to Kaiaua. Sunday 18 January

This is always a favourite afternoon drive for the Booths – heading down the Seabird Coast to Kaiaua. Unfortunately the weather was awful and we had to cancel the run. It really wouldn't have been much fun trying to eat damp fish and chips in a damp car or on a damp patch of grass!



Ellerslie Classic Car Show. Sunday 8 February – “Icons of the Screen”

Five cars formed our team display, with each car themed around a movie or British TV show using posters and props.

- Malcolm Frazer – TR3 – **Tintin**
- Bruce & Anne Stuart – TR4A – **The Saint**
- John Batley – TR250 – **The Man From U.N.C.L.E.**
- Murray & Steph Booth – TR6 – **The Professionals**
- Richard Wooster – TR7 – **The New Avengers**
-

Another great show with lots of cars and fantastic displays.



International Drive Your Triumph Day Tuesday 10 February

We met at the Northcote Tavern for a drink before driving around the corner to Sulphur Beach for a photo with the Auckland city skyline in the background. It wasn't the best summer evening in Auckland – overcast but warm enough. Still, we had a great turnout with five TR6s, one TR250 and the mighty Spitfire.

Brit & Euro Show Sunday 1 March

A few of our diehards attended and joined the ATCC display. There were seven TRs in total – some Register members and some ATCC members – while the rest of us were away at the National Weekend in Christchurch.

National Weekend – Christchurch

Another fantastic road trip to and from Christchurch, with a side visit to Farewell Spit and a 3 day walk on the Abel Tasman Track, which a number of us Aucklanders did along with members from other groups. We also ticked off a couple of bucket-list roads in the TR: Takaka Hill, the Gentle Annie and the Manawatū–Taranua Highway. We had an absolute ball.

Murray and Steph



Your editor with his favourite Auckland group leader (sorry Murray) at NW2026. What a great weekend...

Waikato Group Report – March 2026

This year's begun in relaxed fashion, with a number of members busy with other pursuits and several taking the opportunity to head off on overseas adventures. A noticeable trend is that several usually active members have discovered the delights of e-biking — clearly part of the great e-bike wave currently sweeping through the Waikato. However, we're choosing to see this as members simply experimenting with alternative forms of transport before returning to the comfort of their TRs. The first dinner meeting of the year was well attended and our first event of the year will be a stand at the Hamilton Swap Meet. Members will have the opportunity to dispose any surplus items they have at this stall. So far we have put together a large trailer load of items, which we hope will find another home. And most importantly, congratulations to Mike and Janie Tubbs on winning the National Concours in their immaculate TR6. Well done.

Vishu Singh



Mike and Janie Tubbs 1st in TR6 Standard Class

Bay of Plenty Travellers

Bay Of Plenty Group Report – March 2026

2026 has started well. if a little modified by the weather.

January Pub night at Omokoroa was limited in numbers due to very heavy rain, and reports to 'stay home'. A week later a proposed run to Whangamata had to have a destination change, owing to the town being inaccessible due to slips. Plan 'B' was to start as originally proposed at the Debrief Cafe, but change the lunch venue to the flat White Cafe at Waihi Beach. A good turn out on a good day, so thank you Frank.

March pub night had a turn out of 16 members, again at the 'Village Green' in Omokoroa, so thank you again Frank.

With the Nationals being held in February no events were held, as a few of our members attended without too much hassle with the Ferries. Reports conformed they were a great event.

Mark Langford has kindly organised a good run for the end of March. Meeting at The Debrief Cafe at 10 am for coffee, and departing at 11 am to travel to our lunch destination for 12.15pm. A good run through to the Karangahake Gorge and then onto Paeroa, Ngatea and our lunch venue, at which we will be joined by the Waikato group, who will then accompany us to Morrinsville. Quite a run, so Mark needs to fix the weather to be suitable for TR's!

Have a good Autumn.

MICHAEL

Hawkes Bay Happenings..

Hawke's Bay Group Report – March 2026



30th turned out to be a wonderful Hawke's Bay day for our delayed Beach Run. Just 3 cars arrived at the Red Bridge Café for a coffee before a run over the hill to Waimarama Beach. All TR2's, Gary & Joyce in BT303, John Hill in his, and us in LT2. A quiet run to the beach and down to the water to test the Temperature. John decided the water was warm enough for a swim while the rest thought a paddle near the



shore was sufficient cooling. A number of others were either swimming or surfing under the clear blue sky. Back to the cars for lunch and chat about overseas travel and putting the world to rights utilising a long forgotten system of Common Sense. Time to pack up and head for home before the 'promised' evening showers arrived. A great day out in our favourite cars.

December 20th we held our combined Christmas and 50th Anniversary of NZ TR Register luncheon. A good turnout of 17 members in 7 TRs, a Stag and 2 moderns met at Askern Winery, including 1 TR4 from just along the road which is undergoing a rebuild, great to see it mobile. Jane brought along here collection of Xmas head attire so most of us were suitably clad. Our lunch consisted of tasty platters kindly subsidised by the TR Register and very much enjoyed. Lots of chatter regarding Christmas and New Year plans enjoyed in a lovely environment on a lovely TR day with our great TR Group.



What better for our New Year's Run on January 9th with temperatures into the 30s than a trip to the beach. A number of us met at Craggy Range Winery and headed down Kahuranaki Road to Kairakau Beach for a picnic. Unfortunately there were some road works with Stop/Go's operating which spoiled what is normally a very

pleasant drive. It seems you can't avoid them these days, but the bonus is better roads. We parked up along the beachfront and set up our picnics with a lovely outlook across the beach and out to sea, 5 TRs and a Stag completed the vista, 2 white, 2 red and 2 green. Lunches consumed then a walk along the beach, with a plunge into the sea for 4 keen swimmers. The water was rather cool, a guess at 18 degrees? The run home was better as we came back via Middle Road and no roadworks. So good to enjoy top-down in this climate.



Drive Your Triumph Day



F & Cs at the Beach

January 29th and our annual Fish & Chips at the Beach get together. As usual we gathered at Haumoana and got our takeaways then found a spot at the Freedom camp ground to enjoy our choices. A beautiful evening with a lot of chat until the temperature started going down as the sun sank. 5 TRs and a Stag plus the inevitable seagulls hovering for some leftovers, not much luck for them this time.

International Drive Your Triumph Day occurs On the 10th Feb and so 7 Triumphs met up at Serendipity Café in Hastings for morning coffee and a bite to eat. This Café is well known for their custard squares with a passionfruit dressing – yum. Most of us tried one. Some chat leading up to the National Weekend in Christchurch, hoping for some fine weather for our journey.

The HB Group were in fact very lucky with the weather on our journey to Christchurch, we left a couple of days after the weather bomb that caused chaos down the country, having fine weather and calm seas. A few issues with the Stag in our group which were sorted out in Dannevirke, engine cutting out due to a faulty inertia switch causing the fuel pump to cut out. The only other problem was a burst top radiator hose on one of our TR2s when we got to Christchurch. A spare hose in one of our other 2s sorted this out. A must have on your spares list. The National Weekend was once again very well organised and even serious flooding in Little River was quickly overcome by the wonderful Christchurch team. Thank you all so much for a great Weekend.

Happy TRing, Graeme & Joy

Wellington Wafflings...

Wellington Group Report – March 2026



It has been a busy summer in Wellington.

As usual, the local driving season kicked off on the second Saturday of December with the annual Lake Ferry (Wairarapa) motoring excursion, where we were represented by a small clutch of wedges.

From there through to the end of January good TR weather was a bit absent, but we managed to arrange an excellent day for an (only slightly overdue) run to mark the 50th anniversary of the register. This was well-attended and we enjoyed a leisurely drive to Levin, mostly on Horowhenua back roads, and a fine lunch at the George café at Speldhurst village. Many thanks to Grant Simpson and Bev Denny for organising this one.



Grant Simpson and Bev Denny



50th TR Anniversary Speldhurst

Sunday of Waitangi weekend was also fine and there was a good turnout of TRs for the Wellington British and European Car Day.

After that it was time to prepare to head down to Christchurch for the Nationals, which you will read all about elsewhere. I would just like to acknowledge the excellent job the Canterbury team did organising the weekend. The only downside was the high bar set for us in Wellington to aspire to in organising next year's event!

Johnathan

Wellington group pub evenings are on the last Wednesday of each month. Local members will receive advice of the venue for the month by email, or contact Jonathan on **021 124 7950**



Top O' The South

Top O' The South Group Report - March 2026



Not a great deal to report from the Top of the South. The Summer weather has been quite variable with quite a bit of rain and wind whilst the first days of Autumn seem quite promising with more settled weather. The main event on the TR calendar was of course the National Weekend held in Christchurch in February. Top of the South group was represented by Dave North, Chris and Lyndie Henry, and Jon & Cheryl

Harrey. Leon and Varley Broadbridge were to have joined us but unfortunately had to withdraw prior to the event and were sadly missed. One of the highlights was the concours and car display held in Cathedral Square on Friday morning which attracted large crowds of interested onlookers, many posing for photos with the cars. The judges did an excellent job with both Dave's TR3A and Jon & Cheryl's TR7 featuring in the awards at the Saturday night dinner and presentation. This was the first run out in Jon's recently completed TR7 project and, apart from an exhaust rattle, the car performed well covering over 1000 trouble free kilometres.

From January through to March there are always a plethora of car events happening around the country including races, car shows and other such events. This month Nelson plays host to the Vero International which is a weeklong event with an anticipated 600 cars, from veteran to classic, taking part. Editor Dave North will be taking part and we will hopefully get some photos for the next TRansmission. Meanwhile, the annual Blenheim hospice fundraiser car show will be held this month and we hope to see one or two of our Blenheim TRoup taking part. This event was always well supported by the late Bill Rogers and it is a fitting tribute that our local members continue to support it.

Jon

Canterbury Tales...



Canterbury Group Report - March 2026

Since the last TRansmission when it was reported that the TR6 of John and Denise Jones had found a new home with their daughter Amanda in the lower North Island, the TR6 of Peter Edmonds has been snapped up by active Christchurch members Rob and Sally Taylor. Peter's TR3a has found a new parking spot with a Mustang and an MGTD in Christchurch. The vast majority of the eclectic collection of Peter's spares collection seemed to have been intended to find its way onto one or other of his TRs so I managed to persuade the new owners to collect as much as possible. The balance was spread around to whoever showed interest. The blue TR8 of John and Denise after being advertised on TradeMe has joined an exclusive group of sports cars on Great Barrier Island.



The pre-Christmas run was held with the benefit of kind weather. We met at Bishopdale for coffee, crossed the Waimakariri then tracked up the northern side of the river, to cross at the spectacular Upper Waimakariri bridge. (Jaqui Oxenbridge took the photo of two TRs climbing out of the gorge). We then drove down the Old West Coast Road to lunch at the "Two

Fat Possums" (I often wonder if there should be an "L" in there somewhere?).

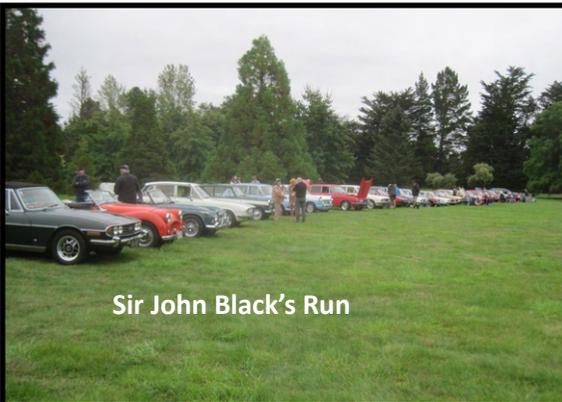
The TR Register was invited to join the Triumph Owners' Club New Year picnic, This was postponed a couple of days as the weather was not determined to be suitable on the original date. As last year, they made a brilliant choice, Orton Bradley had warm dry weather and the grass was nice and dry. The TRs met at the New World Halswell if it was on their way, and blasted off together through Tai Tapu and over Gebbies Pass to the picnic. You should be able to tell how ideal the conditions were from the photograph.



New Year Run with Triumph Owners Club

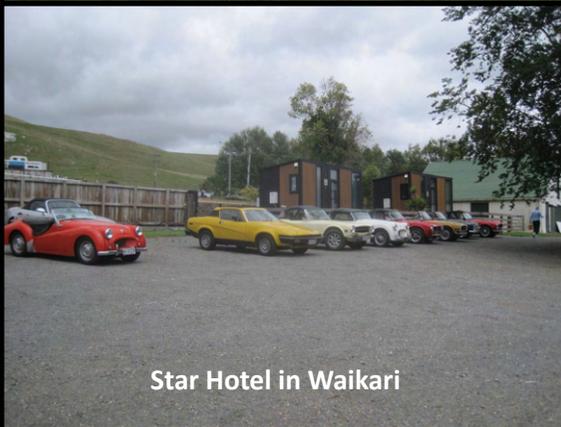
Mike and Carole had planned a midweek run for mid-January which had to be called off at the last minute due to a rainy forecast. On the spur of the moment they 'repurposed' it for the following Sunday in spite of showers being forecast, giving two days notice. Carole must have some "witch" in her DNA because it was the best day's weather for a week either side. Anyway 8 TRs turned up for

coffee at Cocoa Black Waikuku and subsequently took off up North as far as Greta Valley before taking a scenic drive inland to the Star Hotel in Waikari for lunch. I took a more roundabout return route as I wanted to put a few more miles on the car before re-torquing the cylinder head.



Sir John Black's Run

The Triumph Owners Club organized a tribute to Sir John Black on his birthday with a picnic gathering at Tinwald Domain (just south of Ashburton) and invited us TR's. The day was cool and slightly damp (English?) which I suppose was the reason not many of us turned up. I was pleasantly surprised to run into Trevor and Morag Cullimore as well as Bernard Egan, who live in the area and were very active in the Register early days before the organizational structure drifted north toward Christchurch.



Star Hotel in Waikari



Over the last several years I had become disappointed with the time taken for the overdrive to respond to my operation of the switch. I even changed the whole gearbox/overdrive in an attempt to speed things up. In November it sometimes ceased to operate at all, but

seemed to depend a little on how I “flicked” the switch. Over Christmas I took the switch apart (for the first time in my ownership of over 50 years) and found it full of dust and dirt causing sluggish operation. After a good clean and reassembly, the overdrive now engages almost instantaneously in the manner I seem to remember it used to. Sometimes it’s the simple things.

Unfortunately I was taken ill just a couple of days before the National Weekend 2026 commenced , but fortunately the Committee covered what few duties I had to miss and rearranged the program when the Saturday run to Akaroa had to be abandoned due to the earlier floods. They have my heartfelt gratitude.

The Weekend and After Tour will be reported separately,
Safe Driving

Steve Rafe

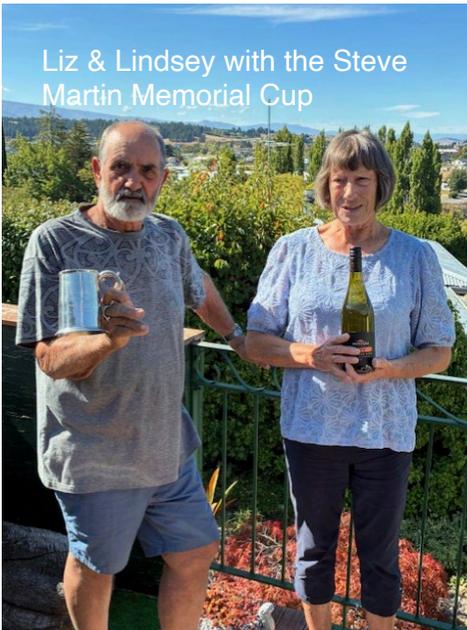


Deep South Group

Deep South Group Report - December 2026

A quiet time in the Deep South with many people away or busy over Christmas and New Year. The weather was poor for the time of year with predominantly cold Southerly's which kept many cars in the garage.

The main event for the Deep South Group was the National Weekend in Christchurch, where 8 of our cars attended. The event will be covered in greater detail in other pages in the magazine.



Liz & Lindsey with the Steve Martin Memorial Cup

Two bright spots of the great event, for the Deep South Group, was Liz and Lindsey Pratt winning the Steve Martin Memorial Cup for their TR6, with all the amazing places and event stickers showing how much they enjoy going to events. And not to be out shone, Steve and Gail Higgs also took out the best TR4 in the modified class, well done to both teams.

The annual Brit and Euro show was held Dunedin. It's a shame it always seems to fall at the same time as the National Weekend.

That's it from the Deep South

Rona and Ian Ramage

TR Nationals Christchurch 2026

Thank you to everyone who attended and contributed to the success of the TR Nationals held in Christchurch. With 69 cars and 126 participants from across New Zealand, including six special visitors from Australia, the weekend proceeded with fine sunny weather; a stark contrast to the storm like conditions of a week earlier which resulted in two cars, being stranded on the wrong side of Cook Strait.

Those 50 people who were quick off the mark with registrations secured places to visit Rodin Cars and were amazed at the facilities and massive 3D printers. Formal registration followed later in the day at Chateau on the Park and allowed us to reconnect with old friends and meet new ones. The energy and anticipation for the days ahead was very evident.

Friday's Concours was an historic occasion, marking the first car event held in Cathedral Square since the earthquakes. The weather delivered ideal conditions, showcasing every vehicle at its best. The layout allowed the public, including many overseas visitors, to wander freely among the cars, and chat with their owners.

Friday afternoon offered free time, or a drive around the Bays & Port Hills before we headed for the Tannery where we exercised our minds with the technical quiz, followed by an entertaining TR poem read by Jim Vassiliadis and Dame Fiona Kidman (see page 31).

On Saturday it was planned to drive to Akaroa however due to recent rain events the recreation ground was underwater, and instead we enjoyed an alternate drive to the Ashley and the Waimak Gorges, with a group lunch at Ashley Camp.

Saturday night's Gala was the highlight of the weekend, with everyone embracing the "Dressed to Kill in Red & Black" theme with enthusiasm and gusto. The formal awards were preceded by our President, Stephen Higgs, awarding Life Membership to Alistair Keucke for his service to the TR Register in various roles, over many years.

Following the formalities the evening erupted to the sound of "Bite the Bullet" including a world first performance of "Our TR" led by our very own Barry Ricketts, supported by Donna Palmer. Awards were presented for the best dressed man and woman and before we knew it the evening was over.



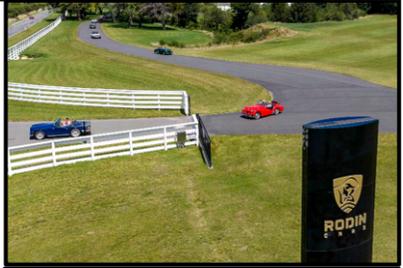
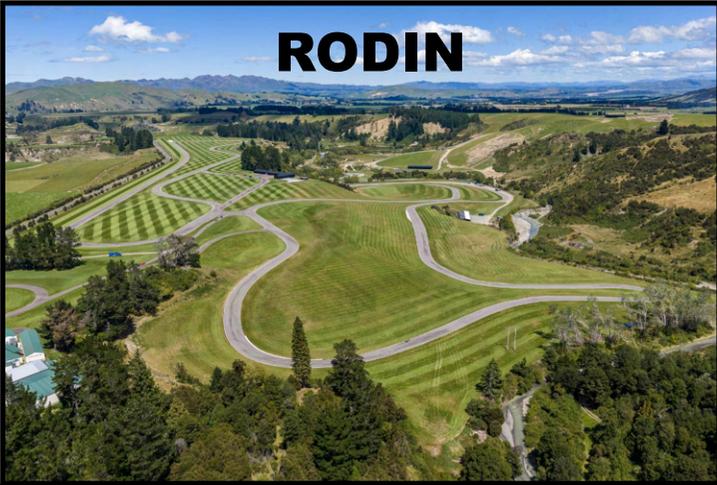
Sunday dawned a beautiful morning which was enjoyed at Omarino Estate for the forum, followed by a roast lunch, presentation of final awards including the Presidents Award to Frank Cleary, and saying our farewells, before a briefing for those on the Aftertour. Heartfelt thank-you goes to all participants from around New Zealand & Australia. Your presence,

enthusiasm, and camaraderie made the 2026 TR Nationals Weekend a truly special occasion. And finally, a thank you to the TR Register for underwriting Nationals and to our wonderful sponsors, Hawkeswood, Repco, Lovcars, Bruce Moore (Mechanic), and Borg & Beck for supporting the weekend so generously. We look forward to seeing you all again in 2027.

Rob Taylor and the organising committee



RODIN



Concours Day



People's Choice



TR Register Concours Results - Christchurch 2026

Masters Class Trophy					
Masters Class	First	Grant & Kate Burgess	93.1%	TR6	Blue
	Second	Russell & Margaret Dale	92.9%	TR6	Red
	Third	Mike & Carol Lester	74.3%	TR4A	Valencia

TR2/3 Standard Class Trophy					
TR2/3 Standard Class	First	Graeme & Joy Thomas	90.0%	TR2	BRG
	Second	Gary Parker & Joyce Calder	86.5%	TR2	BRG
	Third	Brian & Carol Thomas	85.7%	TR2	White

The Tinkler Family Trophy					
TR2/3 Modified Class	First	Jim & Karen Davis	83.1%	TR2	White
	Second	Alan Dunscombe	71.9%	TR2	White

TR4/5/250 Standard Class Trophy					
TR4/5/250 Standard Class	First	Mark & Pip Langford	92.7%	TR5	BRG
	Second	Bob & Shirl Taylor	88.0%	TR5	White
	Third	Russell Taylor & Ruth Orbell	84.3%	TR4A	

The Robert Johnson Trophy					
TR4/4A/5/250 Modified Class	First	Stephen & Gael Higgs	80.3%	TR4	Red
	Second	Phillip & Barbara Van Deurs	67.2%	TR4A	Red

TR6 Standard Class Trophy					
TR6 Standard Class	First	Mike & Janie Tubbs	92.4%	TR6	Topaz
	Second	Jeremy Donaldson	90.0%	TR6	Royal Blue

TR Register Concours Results - Christchurch 2026

TR6 Modified Class Trophy					
TR6 Modified Class	First	Steve & Donna Palmer	80.8%	TR6	
	Second	Belinda Rooney & David Gray	73.6%	TR6	Red
	Third	Dennis & Anne Greenman	70.8%	TR6	White

The Mence Family Trophy					
TR7/8 Modified Class	First	Doug & Carol Monks	86.7%	TR7FHC	White
	Second	Jon & Cheryl Harrey	80.3%	TR7FHC	White

The Janice Egan Memorial Trophy					
Pride of Ownership	First	Rob & Sally Taylor	94.0%	TR6	Red
	Second	Alan & Ann Blackie	80.0%	TR7FHC	Yellow
	Third	Dave North	76.0%	TR3A	Blue

Peoples Choice	Bob & Shirl Taylor	TR5	White
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Presidents Award	Frank Cleary	TR8	Grey
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Barry Wilson Memorial Trophy	Chris Miller	TR3A	BRG
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Enthusiasts Plate	John & Janet Batley	TR250	Yellow
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Steve Martin Memorial Cup	Lindsay & Liz Pratt	TR6	Red
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Best Sidescreen	Jamie & Margo Hudson	TR3A	White
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The Concours event at Cathedral Square Christchurch





What a time we had! Christchurch National Weekend 2026 will be well remembered!

From the hospitality of the folk from Christchurch through to the superb organisation of the whole event by the Canterbury Committee we had a ball! Even the weather joined in.

From our perspective at Hawkwood we thought the whole event was just marvellous and we thank all at the TR Register for their support, and our After Tour was something else also.



Another bonus... The Mighty Spitfire overcame its Fiery Demon... Arthurs Pass is now a distant memory and deleted from the memory bank!!



Organising Committee



Presidents Award - Frank Cleary



Alisdair Keucke - Life Member



TRNW2026 Awards



Your MC



Doug and Carole Monks



Grant and Carole Burgess



CANTERBURY NATIONALS AFTER TOUR REVIEW

Sunday 22 February – Thursday 26 February 2026

Christchurch - Lake Brunner/Greymouth – Motueka –
Blenheim – Christchurch



The After Tour 2026 was magical, with 33 gorgeous TRs on board, and as far as we know only a couple of very minor incidents not even worthy of a mention (except perhaps for Barry's flat battery with Belinda and Dave to the rescue!). This year we set up a WhatsApp Group Chat for good communication between us all and to facilitate our daily photo competition which proved to be a great success. Lucky winners were rewarded with a superb prize from Carole's 'feely bag' each night and then tasked with choosing the next day's winning photo.



The thrilling drive over the Southern Alps via Arthurs Pass was topped off by the excellent sweeps and bends between lush pastures to Lake Brunner, with some continuing on to Greymouth. Following an excellent Chinese buffet the first photo competition prize was



won by Bev Denny for her video on the Challenges of Surrey tops and Lyndie Henry for her cool wing-mirror pic, presented by our National Weekend photographer Phil Van Deurs.

Monday morning had all the signs of being a 'ripper'.... and we're not just talking about the weather are we Ian Cuss, Jim Davis and Ivan Powell! Oh no, hitch-hiking freedom-style now has a completely new meaning, all captured on video by Tracey Cuss who had to endure the shock. But you know the saying folks, what happens on tour stays on tour. Our Aussie members certainly know how to make a good tour great!

Budding historians amongst us enjoyed learning about the trials and tribulations of the old Brunner Mine, and the Punakaiki Blowholes showed off beautifully under blue skies. The continuing drive along the Great Coast Road was nothing short of stunning, and even the seals at Cape Foulwind honked with delight to greet us. The function at The Quarry in Westport was very special because everyone in the whole group was there. Even the roast had crackling and Yorkshire pud for the 'pommies', and the evening was topped off with frivolity and laughter, and a superb photo/video prize-giving presentation by Lyndie Henry, won by Tracy Cuss for the TR6 and mountain shot, and of course for the video!



Tuesday started in style with mile upon mile of twists and bends alongside the Brunner River all the way to Murchison, only bettered by the Motueka Valley Highway. Our plan to visit Noel Edmond's River Haven Estate at Ngatimoti was clearly off the cards as we came across a barrage of orange cones blocking entry to the estate on one side of the road, and a complete road wash-out into the river on the other. It was a quick sprint through to Motueka now, with some of the group continuing 'over the hill' to Takaka. Thanks to Sally Taylor for quickly booking over 40 hungry TRers in for dinner and the photo winner presentation by Tracy Cuss

Wednesday proved to be another action-packed, sun and fun-filled day. More superb driving over the Hira Saddle put all the TRs through their paces, but I believe we all made it out the other side to Blenheim. Activities and stops were plentiful; beautiful Mapua Wharf, the Nelson Classic Car Museum, Pelorus Bridge, Havelock and The Vines Village to name but a few.



By the time Thursday came around many members of the group had dispersed to go their own way. The route had been carefully designed to accommodate this, with some continuing north-west to explore the wonders of the Abel Tasman National Park, some heading home north, some wishing to relax in the thermal hot springs at Hanmer, and others heading south and homeward bound.

As we basked in the sun munching on our seafood platter of paua, scallops and crayfish, overlooking the Pacific

Ocean in Kaikoura, we reflected on not only what an absolutely fabulous time everybody was still having, but what an awesome bunch of friends we have within the TR Register even though we only see many once a year.

With sunny, dry weather and most of us with our hoods down the whole way, **it really wasn't too far in our TRs**, even though we had totalled over 1000 kms. Thanks to one and all for coming along and joining in all the fun, see you all next year.



Carole & Mike Lester, Canterbury Register

Our TR

Got Frank Cleary at the back, Glen and Sue up the front
Cruising up to Nelson in the hot, hot sun
Suddenly, red-blue lights flash us from behind
PC Plod is smiling, this will be a mega fine
Glen drives like he's still insane, Sue just hides her eyes
Radar says we're speeding up to 139.

Our TR, Our TR, Our TR

Fuel consumption unknown, so we pull in for some gas
A whining Lucas fuel pump brings back memories from the past
Er indoors is spitting tacks, she used the F word too
"If we're late for dinner you'll be sleeping in the loo"

Our TR, Our TR, Our TR

Ooh, baby (ooh, baby), It's making me crazy (it's making me crazy) Every time my
car breaks down (car breaks down)
Every time my car breaks down (Every time my car breaks down)
Every time my car breaks down, She's on my case!

AA gives the thumbs up as the convoy's leaving town
Wacky races comes alive, dig that TR sound
"Hey! You just woke my baby, Granny wet the bed!
People yelling "Couldn't you drive a Honda Jazz instead"
Ripping up the countryside, we're heading for beer and pie
Police turning up in numbers, helicopter in the sky
Racing down the Lewis pass as we head into the night
Wanna know the rest? Hey, buy us a pint

Our TR, Our TR, Our TR

Motor Racing in Paris?

I would like to share an experience which began while I was in Paris last August. I had been staying in a hotel near Porte Maillot and wanted a change from the city, so one evening I took a walk into the Bois de Boulogne hoping for some cool, fresh air amongst the trees. While taking a short cut across the Square Alexandre et Rene Parodi I spotted this monument which appeared out of place, so I detoured. On getting a closer look my imagination clothed the chassis of the auto in any TR metalwork and the exuberance of the driver's expression could belong to any one of us.

Back in Christchurch, I Googled "Emile Levassor" and uncovered a surprising treasure trove of information, just some of which I paraphrase. He was first to develop 'System Panhard', engine in front driving the rear wheels through a gear change system. Driving one of his own cars a Panhard-Levassor, in 1895, he won one of the first 'Paris-Bordeaux-Paris Trail' motor races, taking 48hrs,48mins at an average velocity of 24.54 km/hr.

A motorsport accident led to his early death. He was the first motoring personality to have a monument erected to his achievements, on a site close to where he finished the above race. I'll leave you to explore more of his accomplishments yourselves.

Enjoy, Stephen Rofe



TIPS AND TECHNICALITIES

Brake Fluid damage

In response to Brian's brake fluid damage photos in the September Transmission: Every Concours reveals a number of beautifully restored TRs' suffering from brake fluid paint damage and induced rust, often before the proud owner has even recovered from the financial pain of their efforts. This damage can be virtually eliminated.

Early TR2's with the Lockheed brake system had the master cylinder cover plate mounted with the filler cap towards the front. In the bottom of the fluid reservoir directly below the cap is a small hole which supplies the fluid to the pistons. When the brake pedal is released the fluid returns to the reservoir with sufficient pressure to jet it into the filler cap which seriously challenges the cork seal & breather hole resulting in leakage. The simple solution is to reverse the cover plate so that the filler cap is at the rear. For the purist & judges, this should not result in deducted Concours points as this was a Triumph fix in the last of the Lockheed era production models. If the leak is from the push rod area then your master needs an overhaul in which case refer to Guaranteed fix below.

The shift to Girling systems with their canister reservoirs managed to continue the brake fluid leak issues. While the depth of the canister & larger return holes virtually eliminated the jetting effect the breather cap still leaks. I believe the cap diameter is too large allowing wave action from rare normal driving let alone the usual spirited driving. Two suggestions. Make up a full diameter seal rather than the seal ring. Make sure you have a small breather hole offset to the cap hole. This should minimise the wave action.

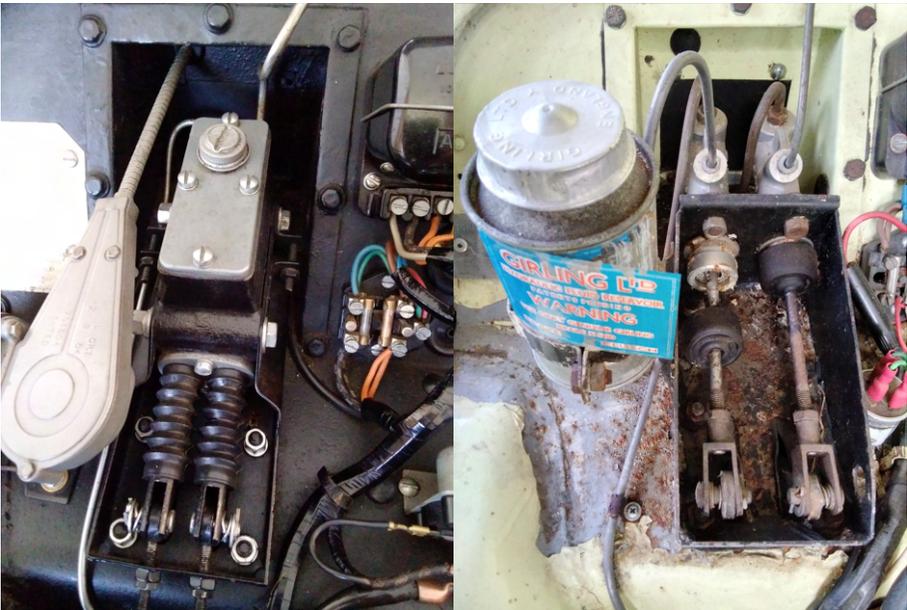
Reduce the fluid level in the reservoir. The inner tank is the clutch reservoir. Both chambers are normally filled above its lip. That leaves very little room for heat expansion. If your brake & clutch system has no leaks then it doesn't need to be that full. The hydraulic system will not "use" brake fluid. It only needs enough to compensate for brake and clutch wear. Unless I have a system leak I never top up brake fluid. When new pads or shoes are fitted it returns to the reservoir and if its been topped up the extra will spill on your paint again!

The Guaranteed fix

Ditch the glycol based Dot3 & Dot4 brake fluids. treat yourself and your car to Dot5 Silicone based brake fluid. Silicone fluids have a much higher boiling point, do not absorb moisture which eliminates wheel cylinder corrosion that causes leaks & eliminates spongy pedal when that absorbed moisture turns to steam, and best of all DOES NOT DAMAGE PAINT. Well, it will eventually if you ignore it but it is very forgiving and allows days if not weeks to clean up any leakage without damage.

Best done during a restoration or full hydraulic system overhaul when the system can be fully cleaned out. Dot 5 will mix safely with standard brake fluids but that compromises the advantages you are trying to achieve. Best solvent to clean off brake fluid is Methylated Spirits. Flush brake lines and hoses by pouring in meths and blowing out with an air gun. Can be done without removing the lines from the car. I did our TR2 15 years ago and highly recommend the extra cost. Most Wofs since, the tester has commented on how good the brakes are and how solid the pedal is. Other than shoe adjustment the system has had absolutely no maintenance since so I will definitely do the same to the 3A when I get to it.

Laurie McDonald



The first is the TR2 on silicone brake fluid after 15 years. The second is the TR3A untouched since purchase and definitely on standard brake fluid.

Metal Fatigue

Out in the country earlier this year having just rounded a corner I was greeted with a loud thump and spotted in the mirror something black bouncing down the road. I was able to pull over and stop in about 50mtrs. The black object was my spin off oil filter! Being on a TR Run there was quickly a team of knowledgeable folk peering into the engine bay. The connector between adaptor and filter had snapped. The metal can be weakened by over-tightening when installing a new filter over a period of time. I phoned the manufacturers who supply Rimmers, apparently there have been poor quality versions available for many years where the metal is thinner joining the outer casing to the threaded centre. This is obvious in the photo where left is the new one and right is my failed one. I would not wish this on any fellow TR owners, so those who have spin off adaptors please check when next changing your filter (best done up on a hoist) that the connector is ok.



Roger Williams book How to improve Triumph TR2-4A published many years ago does refer to this problem on page 125. Mocal in the UK manufacture quality ones.

There is an addendum to the tale: I believed my classic car insurance covered recovery to an appropriate workshop, however this proved not to be the case and the maximum they would refund was for Roadside Assist which I didn't request as it was obvious that it could not be fixed since a special part was required. Please read your policy carefully, either the wording is a bit ambiguous or I'm not as smart at reading small print as I thought!

Phil van Deurs

BLAST FROM THE PAST

compartment and his stomach impaled upon the gear stick. It was most frustrating. Jack had not experienced anything like it since high school and his body had been suppler then. He was halfway to being on top of Polly but he could get no further, not without major organ removal.

'Fucking gear stick,' Jack growled, speaking for the first time since they had fallen upon each other.

'It's your own fault for driving a TR7,' said Polly, feeling rather self-conscious because Jack had one of her breasts in his hand. 'Everyone knows a TR7 is a wanker's car.'

'Well, it would need to be,' Jack replied, extricating himself. 'You certainly can't fuck in one.'

It was no good. They would have to go elsewhere. Then, as if by magic, the sun burst through what had until then been a rather grey day. The field beyond the gate turned golden. A glorious meadow carpeted with long, swaying grass with butterflies hovering lazily above it. Had that field been candlelit, strewn with red velvet cushions and with Barry White's greatest hits wafting softly from speakers hidden in the hedges, it could not have seemed more like a good place for sex.

'Come on,' said Jack.

They climbed the gate and fell together into their five-acre bed.

Deflowered amongst the flowers, Polly thought to herself, being not quite out of her teenage poetry stage.

It was a disaster. Making love in a field is almost as difficult as doing it in a car, especially if it's been raining the night before and you have a problem with pollen and what looked like soft grass turns out to be some kind of organic barbed wire. It's probably just about possible if you've brought a groundsheet, a mattress, a blanket, some DDT and a scythe. Otherwise, forget

My Long Association with TRs



I often get asked “how long have you had a TR?”

It was January 1977 and we had arrived home from our family Christmas holidays. With time on our hands, my dad took me on a special outing- to the local salvage yard to look at damaged cars. As we walked in the main doors, sitting quietly in

the corner was this slightly damaged TR2. What an exciting find for a 14 year old who had just sold his first sports car before Christmas and was looking for another sports car to take its place. This TR2 was up for tender and so dad and I sat down and worked out what we thought was a fair offer and one that I could afford. After a couple of weeks of waiting, we found out we had offered the same amount as someone else. So again, best foot forward and this time it was mine. So this started my long association with the TR range.



I started by stripping the TR2 and assessing the damage. Finding some minor chassis damage, it went down to a local panel beater to sort this and check wheel alignment etc. A request was sent to the TR Register to see if anyone had parts that could help but nothing was around, so out with the tools and after many hours it was looking quite presentable. A fresh coat of paint by my always helpful dad and it was ready to go back together.



What a wonderful vehicle this was for a young lad. Unfortunately at 15 and not much over 5 foot I could only look between the top of the dash and the steering wheel!! Even with blocks under the seat. This attracted a lot of attention from the local constabulary and many a time I could be seen on the side of the road turning out my pockets, just because they didn't believe it was my car.

Over the next three years, my TR took me lots of places (when I could save up enough to put petrol in it as panel beating apprentices wages were not that great.) As you can imagine, a 15 year old probably didn't drive it with the respect it deserved, but it handled the abuse pretty well. A few broken spokes, a broken axle and a tooth off second gear come to mind. You could still order new parts from NZ Motor Corp in those days and I have always liked to fix my own vehicles, so the learning curve just got bigger each time...



When the time came for a new WOF in April 1980, I knew there were some things that needed major attention. I decided to pull the body off the chassis and repair the usual sills and floors. I can still hear Vishu Singh telling me to just fix the necessary otherwise it will "never" get finished. I hate to admit it but he was pretty much right. 45 years later, after multiple shifts, marriage, a daughter and many other life detours, it is now back on the road, albeit, better than it would



have ever been if I had only just done the necessary repairs!

The association with TRs had only started with the TR2. Soon there was a TR6 that was used as it should have been. It was one of the quickest at Pukekohe dual sprints at the time! I never had an issue with the fuel pump overheating as it used so much fuel that it never had a chance to heat up to cause problems.

Then came a TR7 FHC which I converted to a V8 and this car went on to do many Targa's in the hands of Kevin Thorburn. After that there was a TR7 convertible and a few other Triumphs including a Stag, and Vitesse. I also helped build and race two very quick TR7V8's and co-driving in the TACCOC endurance race and winning it in one of these cars.

Work on the TR2 went in fits & starts for many years with much being done by my father in law, John Bevan , who was a Register member before he passed away. When Covid hit, I found myself with some time on my hands and having purchased two new front guards sometime before, I set about getting everything to fit. It's amazing the difference a month of concentrated work can make to a project that has been sitting way too long. All of a sudden there was something I could work with. My wife asked where were we on the journey to finishing it in terms of NZ geography. The answer she got was we have just left Stuart Island !!!



So began the long trip “Home”. It is surprising how much time goes into a major rebuild like this when you do everything yourself. As I got to the rolling body stage enthusiasm was starting to wane, so with the intent of mixing with the Local TR group I purchased my TR7 Spider which was in need of some TLC. With a little panel work and a fresh coat of paint I did relent and let one of my friendly car painters I know spray the top coats after I did the prep work) the Spider was ready for a few outings and we were back working on the TR2. Progress sped up as we moved up the long straights of the Canterbury planes (my wife asking where we are again).

Just before Christmas 2023 during a local TR dinner, Vishu and I decided to go with some other local members to Cape Reinga to meet up with the Devereux tour. We would go in a TR6 that he had purchased in 2022 that had been off the road since 2005. It turned up in my shed and after some rust repairs, oil changes, brake repairs, and a good tune, it was driven to The Cape and back over three days and it didn't miss a beat. This car now features EFI and I enjoyed the challenges in doing this conversion. This car is now undergoing full restoration now.

Again, more TR Register enthusiasm rubbed off and the TR2 progressed to the point of being painted and reassembled, ready for Compliance. That process was an eye opener on its own. They took about 9 weeks to decide if it was still the same car. Apparently when you have removed the body tag to media blast and paint the body (30 years prior) it's not. Even though they are all refitted, and your name is on the ownership papers for the last 45 years. This was resolved after supplying the receipt for the paint stripping which I surprisingly still had 30 years later. Once that hurdle was cleared, it flew through the rest of the process. After being in bits for 40 plus years, it was surprising that there were only three parts that were lost and I have since found one of those. I still had the original of everything else, even if it needed to be replaced.

So, a new chapter begins with My lifelong friend – My TR2, IU1954. It brings back so many memories when I drive it and now I am making some new ones as well. Since then, another TR has arrived in the form of a TR8. But that is another story...

Glenn Rosser

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

The TR Spares Development Fund

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...

March 2026

At the National Weekend Forum, President Stephen Higgs reminded the members present the importance of maintaining the "Register", this being the database of the New Zealand TRs that is maintained by the club. Keeping eyes out for what might be a TR hidden away or even hiding in plain sight, noting and passing on the details to the registrar is very important. They do surface and I can report that there are a few that have emerged over the past quarter that we weren't aware of and these have now been recorded. One owner has expressed interest in joining the club which is an excellent outcome.

TR7DHC – 1982, Rego NZ4636, Comm No TPADJ7AT213434, Gold, Black hood, original tartan seat panels. Vishu Singh has reported that this car has now been sold to a new owner in Te Awamutu.

TR6 - 1973, Rego ZD7982, Comm No CR1278-O, Christchurch. Imported and owned by the late John Jones now in the North Island in the ownership of his daughter.

TR7V8 DHC – 1981, Rego TRATE, Purple, Christchurch - \$18,000. Owned by the late John Jones, now with a new member and resident of Great Barrier Island.

TR6 – 1971, Rego RED TR6, Comm No CP21659, Red - \$59,000. Trademe. Very original car, bare metal respray. Been in storage hence no current WOF. Recorded on the Register database.

TR7DHC – 1980, Red, Comm no TPADJAT209864 - \$2,000. Trademe. Parked up and stored 35 years ago, extensive bodywork required. Not recorded on the Register database.

TR7DHC – 1980, Rego KH6231, Comm No TPADJAT209968, Auckland \$17,500. Trademe. Canley built, ex UK 1981, extensive service history, being 46 years old the car is obviously not perfect but generally in excellent condition. Recorded on the Register database.

TR4 – 1962, Rego BBE179 Green, Black trim, Comm No CT12560 – Auckland - \$42,500. Trademe. Ex Rhodesia 1996, ex South Africa 2002, good condition, serviced regularly, twin Webbers, OD, wire wheels.

TR4 – 1963, Rego 6T2TR4, Comm No CT17059-L, powder blue, OD, Surrey top, Auckland - \$79,990. Trademe. Works tribute car fully restored in the works style. Plenty of get up and go producing 125BHP at the wheels. Recorded on the Register database.

TR4A – 1967, Rego 67TR4A, Comm No CTC75512-O, Signal Red, Black trim, Wellington - \$35,990. TR Register database records - Ex South Africa 1986, body off restoration 1994. Surrey top, wire wheels.

TR6 - Comm CP 51159, Hampton Downs. Stored in Auckland for some time, accident damaged, scheduled for rebuild. New to the Register, further information to be gathered on this car.

TR3A - 1959, Rego RNR842, LHD, Red black trim, OD, wire wheels, Auckland - \$45,000. No record of this car on the Register database.

TR6 - 1971, Rego HL8589, Comm No CP53595-O, Red, black trim, wire wheels, PI, Waimac - \$55,000. Recorded on the Register database.

TR6 - 1973, Rego GX3039, Red, PI, Nelson Bays - \$65,000. No record of this car on the Register database.

TR6 - 1969, Not registered, Comm No CP25799, Green, Black trim, Wire wheels. · A very early TR6 spotted in Motukea during the Christchurch Nationals after tour. Ex UK 2017 and currently undergoing pre compliance work. Not recorded on the Register database until now. The owner has expressed interest in joining the Register.

TR6 - 1970, Rego GR4885, Comm No 50546-O, Royal Blue, Black trim, Christchurch. Purchased new by the late Peter Edmonds and imported into NZ. This one owner car has now been purchased by Rob Taylor of Christchurch.

TR3A – 1959, Rego IU3, Comm No TS63,135-O, Powder Blue, Christchurch. Owned by the late Peter Edmonds who had undertaken an extensive restoration some time ago. Now residing with a new Christchurch owner.

A number of people approached me at the Christchurch Nationals offering to provide information on their TR in order to keep the database up to date. I'm looking forward to receiving this information chaps would you drop me an email please. Ideally I would like the rego and commission number, colour, name of the owner and any other relevant information if possible.

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

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.

\$52,995

Teresa 0212373180 teresawatsonnz@gmail.com

Triumph TR6 1972



Odometer 47,233. Petrol injection. 4 speed with overdrive. Personalised plate **TEEAH6** included in sale. Excellent condition. Major refurbishment 2015. Recent re-conditioned gearbox and injector pump, Electric cooling fan. Maintained by vintage specialist garage. Garaged at Katikati, Bay of Plenty.

\$60,000 O.N.O

Roger 0210314797 rogerkblake@hotmail.com

1964 Triumph TR4



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. Full list of improvements, original parts and spares available.

\$55,000

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

Original RHD, UK Home Market TR5



Hello, let me tell you a bit more about me. I was built on the 9th of January 1968. I was originally sold by F.J. Chalke & Sons from the Talbot Garage in Mere, Wiltshire UK. Based on the TR5 Passion website I'm only one of approx. 400 left in the world from a total build of 2947 cars. My original number plate LE1968 was issued when I was first registered in New Zealand on the 31st of July 1974. The number plate is quite special given my year of build.

The engine is the original CP/556-E, 2500cc PI. My Commissioning Number is CP 674. I still wear my original colour with black trim. I was carefully restored (body off chassis) in 2022/23 by Bob and Shirl Taylor. All effort was made to retain my originality, including but not limited to searching in the UK for a true TR5 metering unit, threaded injectors and a very rare original steering wheel. I also have a Type A overdrive gearbox and original drive train. To be transparent I have had two changes made to my original specification these are: uprated rear suspension and a modern fuel pump.

All inspections welcome and an extensive photo record of the restoration is available.

I recently won 2nd place in the TR4/5 standard class concourse in Christchurch and the Peoples Choice award.

Offers Over \$100,000 considered

Bob and Shirl Taylor 021357298 taylorrb@xtra.co.nz

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.

Price negotiable, will consider a modern car in exchange

Dave 0274432055 daveh@propeller.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.

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

Personalised Plate “TR7 “
Cully Paterson 021 478 772 CullyP@terson.NZ

TRansactions

TRansactions

WANTED

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

birdsall@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

TR4A exhaust manifold (part No 306378)

alan.rowe.286@gmail.com

SU carbs H4 or H6

Norm 0274743833

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



POLICE
HIGHWAY PATROL

PJR279



