



Northumbria Newsletter



April 2010

Greetings to everyone in Northumbria Group

[\(http://www.groups.tr-register.co.uk/northumbria/\)](http://www.groups.tr-register.co.uk/northumbria/)

Northumbria Update.

You should all by now have received your copy of our meetings and **Events Card**, either having picked it up at a meeting or via the `snail mail`. There is limited space on the card, so it shows only where we will be for our 1st and 3rd Wednesday meetings each month, and a number of shows or activities that we'll be attending as a Group. There are many other shows etc. taking place through the season that we haven't shown, and some of you may, for your own reasons, wish to attend those as well. To help with that we are preparing a list of the ones we are aware of, particularly the local shows, and it will be posted on the Northumbria web site which can be accessed via the address above.

We also feel it would be helpful to you all if our web site included a list of local suppliers of services useful to TR owners. The locations of suppliers that members have used and found satisfactory are often requested by those new to TR ownership, or simply members tackling a task that they have not carried out before. A list of those known to us already is underway, but if you, personally, have any you think we may not be aware of, please e-mail the information to Sean Tindle or myself at the addresses at the end of the letter.

In early March it was **Stoneleigh Triumph Spares** Day again, the annual event where you can top up your `spares wish list` with the things Santa didn't bring, before the TR needs to go on the road for spring. Although only one car-full declared their interest in the long journey at the group meeting in February, it was entertaining on the day to bump into the other Northumbrians one by one; who found at the last minute that they couldn't resist the urge for a browse round the bins. Among the used spares stalls your group leader came across Renton Kidd several times also scouring for a bargain. Finally giving up on a lost cause and comparing notes we found we were both searching for the same thing, a 7 header tank. Not a sign of one anywhere.

Sean Tindle was frustrated by the lack of original panels around for restoration of his five but at least managed a bargain boot floor, and Dave Blenkinsip snaffled a snip of a price on a light-weight flywheel to upgrade his six. Keith Gray was spotted collecting some more shiny bits. Malcom McKitten was there with a lot of large carriers containing his secret ingredients for summer fun, and Jim Duff was `aiding and abetting` Renton among the used spares.

Apart from the wallet wearing side of the show, where the purchasing was going on, there was a good day out available in the second hall just strolling round the cars for sale and on display, along with the club stands.



1949 Triumph Sports

The Register was there with 3A, 4, 6 and Coca Cola 7.



The `topaz torpedo` shown on the promotional flyer for Rimmers, which accompanied the latest issue of TR Action, featured one of our local cars. Craig Alderson's TR 6 was also featured a little while back in the Registrar's report for its rare colour. Keep your eye open for it, but you'll have to be quick 'cause he doesn't hang around. Well, he's a celebrity now so, with the paparazzi snapping him everywhere, perhaps it's a good job he's got a fast TR.



Last Sunday in March was the **Annual Group Leaders' meeting at Didcot** and when John Cook agreed to accompany me on the long journey South, little did we both realise how many obstacles we would have to overcome to get there. With a 10.00am. meeting start, and a 4 hr. journey time, that's a 6.00am. kick off. Oh no it isn't! With the clocks going forward that weekend it's really a 5.00am `chocks away`. For John, 60 mls. farther North, it's another hour making it effectively 4.00am. And I haven't even mentioned that the M1 was suddenly closed in front of us and the A34 West round Oxford was shut. Matters of importance that were discussed involved the need to pay heed to membership numbers if the Register is to continue growing as an influential club. Although the rate of fall-off in the numbers has reduced as a result of the efforts over the last year, and we still have over 8,000 members on the books; there is a need to spread the message of the advantages obtained by joining our award winning TR club.

Allen Forster, our Manager, had identified the numbers of the various TR models believed to be still in existence through motor trade and other sources, then compared those numbers with the numbers who are Register members. It transpires that for models other than TR 6 and TR 7, practically all owners are members, whereas for the 6 and 7, a much lesser proportion of owners have chosen to join. With the greater production numbers of these models the membership is less than two thirds, leaving a substantial potential for new Register members among the owners of those models. These logically are where the Register feels we need to spread the word about the value of Register membership.

Other topics included how group leaders can share the load of the tasks they perform to make groups more active, how we make membership more attractive for TR 7 owners, and questioning the benefits that members expect to gain as a result of membership. High on the list for the later item was the improvement of Insurance cover for young TR drivers and promotion using the Internet and new media areas where the younger, 7 owners are likely to be found.

Facilities at the Didcot office, the current state and accessibility of the Register web site, the European meeting, the International, how best to communicate with members were among the host of subjects covered before John and I were away on another adventurous journey North.

A purposeful day, full of initiatives that I'm sure will gradually settle in to the future running techniques of the Register, to make it as appealing as we can to those not yet part of our TR movement.

John Scarr, (Group Leader)

Coming Events.

Wednesday 7th. April, first Wednesday meeting at **Melton Constable, Seaton Sluice.**

Sunday 11th April, Sunday Run with East Riding and Cleveland Groups.

This promises to be a great start to the season. A `three groups` outing together.

Meet at Durham Services on A1 (M), for a departure spot on 9.30a.m.

Convoy South to join Cleveland Group at Stokesley Market Place

which we leave at 10.30 a.m. on the run to Farndale in the N.Yorks dales.

Park up at Low Mill for a country walk through the daffodil area of Farndale, and

lunch in the Lion at Blakey Ridge. If your TR can't go, take the Eurobox! When you see all the other TRs you'll be, inspired in your spannering! (We need to know numbers for the pub so let me know if you're going) See the pub here:

<http://www.lionblakey.co.uk/>

Wednesday 21st. April, first Wednesday meeting at **The Red Lion, (West Boldon A184)**

Sunday 25th April, `Drive It Day`.

Another good excuse to exercise the TR on a Sunday.

Again meet at Durham Services to convoy across to the Hartlepool Historic Quay, park up free in the display area and browse the other classics or walk round the marina,

even grab an ice cream or a coffee at the museum and perhaps visit the Trincomalee.

(It's a sailing ship at the quayside waiting for its mates in the tall ships event in

August!) It was so popular last year we were lucky to squeeze in, so we'll be leaving the Services at 9.00a.m. this time! Turn up and park Free among the classics.

(A tip from Jim Johnstone of Cleveland Group. If you're not going out in your TR on 25th, at least push it onto the drive, so that people can see you support the Classic Movement.)

If you want to try something more adventurous Continental Car Tours have a National run ending at Gaydon, Heritage Motor Centre. For details click the following link.

<http://www.continentalcartours.co.uk/documents/Newsrunflyerwithappform.pdf>

Wednesday 5th. May, first Wednesday meeting at **Robin Hood, (Military Rd. B6318)**

Other dates to keep clear if you want a good day out a bit further ahead are:

Sunday 4th. July.

Jaguar Enthusiasts have an event at the National Trust property **Wallington Hall**, and TRs are invited to join them again. Park up in the grounds visit the Hall and see how the other half lived in centuries past. It's a nice run through Northumberland and there are some gardens and scenic walks to justify a cream tea while you're there. We'll be having a convoy run so watch out for the meet and start time details nearer the date. To find out about Wallington click on their web site at,

<http://www.nationaltrust.org.uk/main/w-vh/w-visits/w-findaplace/w-wallington/>

Sunday 18th. July. Newby Hall Show.

Our best turnout ever last year with over 50 TRs but we hope to exceed that this year.

I have some application forms now so if you want to go, get in touch for a form.

See some of last year at,

<http://www.groups.tr-register.co.uk/northumbria/newby-hall-2009.html>

Wk/End 7/8th. August, Nostalgia Weekend at Croft Race circuit. Classic racing, displays, stalls, flypast and lots more. Again we'll be firming up arrangements for TRs that wish to go later, but you can start anticipating the excitement as soon as you like. To find out more about the nostalgia at Croft click on this link,

<http://hmvf.co.uk/forumvb/showthread.php?17061-Croft-Circuit-Nostalgia-Weekend-7th-amp-8th-August-2010&p=189246>

Archive Item.

Triumph had a reputation for introducing new motoring developments. Have a read of this summary of some of the innovations they were first to incorporate in to large scale car production.

(A publication copied from a Heritage Trust Brochure)



From 1923 to 1984 Triumph cars provided many examples of industry-leading features. The 1924 Triumph 12.8 hp model was the first car to have Lockheed hydraulic front brakes, while the 1927 Super Seven showed the way for small cars in having four wheel hydraulic brakes. From late 1956, the TR3 was one of the very first British cars to have front disc brakes.

Swapping from 'stop' to 'go', the 1967 TR5 was the first British production car to have petrol injection, closely followed by the same powerful benefit in the

The 'modern' idea of putting quite large engines into small cars? Step forward the Herald-based Triumph Vitesse of 1962, with a 1.6 litre six cylinder engine, which grew to 2 litres in 1966.

The luxury sporting Triumph Stag of 1970 offered a new combination of saloon safety and rigidity with convertible fun, by having a strong 'T-bar' roll cage structure.

Triumph often made canny use of 'reverse-innovation' when it suited them, witness the return to separate chassis construction for the 1959 Herald. This also made it economic to produce the

Triumph of Innovation



1968 Triumph 2.5 PI saloon. Triumph was also ahead of the curve in 1973 when it launched the Design Award-winning 16-valve Dolomite Sprint.

Other attractive novelties chalked up by Triumph include the ingenious 'Surrey' roof available on the TR4 from 1961, six years before the Porsche 911 Targa. The TR4 also helped to popularise face level air vents.

1962 Spitfire and 1966 GT6 sports car derivatives. Another unusual step came in 1970, when the 1300 front drive car was re-worked to produce the rear-drive Toledo, thus providing the basis of the later Dolomite family.

Heritage provides a wide range of parts for classic Triumphs, and distributes Steelcraft panels for the Spitfire/GT6 family. For details see the website www.bmh-ltd.com

TR Tips

MOSS is issuing their catalogues again after revision with new prices. If you want to keep up with their new range or if your copy is like mine, pretty scruffy from all the use in the garage, get a nice clean version so you can actually see the exploded diagrams. Just click on this link to get to their web site.

<mailto:https://www.moss-europe.co.uk/CatalogRequest/RequestForm.aspx>

Another tip to help the paperwork in the workshop. Those expensive Workshop Manuals tend to get dirty even though you vow to only pick them up when your hands are clean. Pages most frequently consulted are the data pages or those listing torque settings or wiring diagrams. Get these copied and laminated so you can leave them handy in the garage and wipe them clean every now and again. Your Manual stays crisp and clean for ages after that!



For Sale

TR cars for sale are on our web site at,
<http://www.groups.tr-register.co.uk/northumbria/cars-for-sale.html>

TR Internet Entertainment

For some TR 6 driving on You Tube have a look at this link,
<http://www.youtube.com/watch?v=-fmgK6Huv9g&feature=related>

For a reminder of Diarmuid Gavin the gardener in a TR 4A click on this link,
http://www.theopenroad.co.uk/static_107.htm

Member News

We have some new members to our group recently and a warm welcome awaits them at our meetings if they can make it. I recently mentioned **John Thornton** in the Whitley Bay area who is now a regular at our meetings and is keeping us posted on his search for a TR 4. We now have, **Stuart Wilson** at Stamfordham, **Paul Hardman** at Durham, and **Mathew Boulton** at Cornhill on Tweed. Sometimes it's incredible what a small world it can be, and there are members in those locations; so if you happen to know any of them already, please make contact and make them welcome to the Register. Mathew tells me he is also on the search for a TR 2,3 or 4. Cars for sale in TR Action are getting fewer and fewer so they need every assistance they can get to locate the cars that are on the move. Please spread the word, and get in touch if you can help and I'll pass the connection on.

John Scarr,(Group Leader)

Tailpiece.

When the workshop manual said,
`Prop Shaft` -----!!!!



P.S. If you have anything you can send about TRs, a TR tip, a TR picture, a one liner of where you've been in the TR, or a special tool you found useful, please send them to Paul or myself. Any information is useful for the Newsletter or Social Scene reports.

John Scarr

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