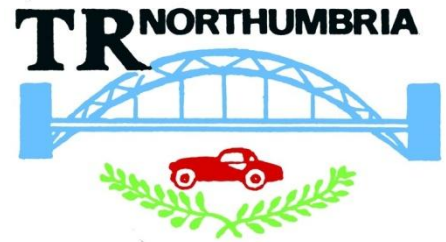




Northumbria Newsletter



June 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.

Neil Cawson in the Washington area has finally got his TR 6 back on the road. An American model, it has been in Neil's ownership for a couple of years without him being able to enjoy it, due to a long series of minor gremlins. First a broken clutch fork pin, then an M.o.T. failure brought the need for some fettling work. After a substantial delay at the garage, all was completed and the TR back on the road only for a series of mysterious breakdowns to spoil his party. His misfortune brought reward for the rest of us however as the need to drown his sorrows drove him to drink at the King's Head meeting, where he entertained us with his tales of woe. Shed loads of advice on possible solutions, most of which Neil had already tried were dished his way, but I can happily report that only a couple of days later he had the TR running again after trying another new rotor arm.

At least one happy bunny in the burrow, but there are other, not so happy chaps. In recent years we've had a series of clutch fork pins, then gearbox gremlins and this year overdrives seem to be the fashionable non performer. At the King's Head meeting your group leader's car was poorly with the overdrive dropping in and out mysteriously. Over the winter **Sean Tindle's** overdrive stopped altogether. After a high tech re-fit of the drive-train, using Racetorations upgraded items, **Tony Hughes'** six is getting overdrive in three and four but not two; and after a long day at the Lakes **Paul Anderson** reports a sometimes there and sometimes not there overdrive. So some urgent spannering will be taking place in the next few days before the big events and outings of the June/July period.

Trevor Newton's 4 has been quiet over the winter but returned in impressive style at the Robin Hood meeting sporting a new white paint job, surrey back light and roof and a face- full of spotlights. Looks the business!

John Thornton brought a surprise to the Robin Hood meeting early in May. Perhaps inspired by the turnout when he joined the Farndale run, he has now found a TR 4 that meets his requirements. Buying from the South of England, John's first TR journey must have been a real culture change from the daily eurobox as he drove the TR two hundred plus miles north to bring it home. A nice red 4 with overdrive, it's all set for the bar-b-cue summer we've been promised,-----again!



TR Trailer

At the Kings Head, **Sean Tindle** came up with a new group idea. Often seen at shows and the International, a TR trailer would be a useful group accessory. To transport purchases, take banners and gazebos to events in style, borrowed by members to get their `e-bay` purchases home, the opportunities are endless. That is for the completed unit, but where would it come from? Sean just happens to have surplus tail end body parts from a donor TR 6, which he is prepared to donate for the project.

The idea and the body could provide a start but a working group to build it, hands on welders and mechanics, wheels, and many other hardware items would be needed to bring it to fruition. Are any members willing to get involved? Has anyone any chassis components to spare? Has anyone any thoughts about the proposal? We'd like to hear your views. Send them to Sean at,

<mailto:seantindletr@hotmail.co.uk>



FROM THIS



TO THIS

Is it possible in Northumbria?

Coming Events.

Wednesday 2nd. June, Evening Convoy, (Meet at Skiff 7.30pm)

Our annual mystery TR evening run through scenic Northumbria. Each year Barry manages to find those highways and byways that you didn't know existed to give a taste of TR motoring as it used to be. If you want to exercise your TR, and end the night in convivial company at a mystery watering hole, get to The Skiff for 7.30 for the start of the run.

Sunday 6th. June, TR Register/Revington Sprint and Hill Climb. The competition series comes north to the Harewood Hill Climb course, near Harewood House, near Leeds. If you want to see TRs in competition among other marques, an entertaining Sunday outing can be had on a visit to this event. More details on the main Register web site.

http://www.tr-register.co.uk/comp_news.php

Wednesday 16th. June, Shepherd and Shepherdess, (Beamish A693)

Sunday 20th. June, Afternoon Convoy, with MG Northumbria.

This will be a meet-up with fellow Classic Car enthusiasts of the MG Northumbria Club for a local convoy run.

"The Wylam Wander" as they have named it, will start at 1.00pm on 20/6/10 from Station Rd Nth Car Park in Wylam and will end at Bollihope Quarry approx 1.5 to 2 hours later. Another chance to be sociable among fellow Classic enthusiasts with a pleasant Sunday afternoon run. A new adventure which we hope you will support.

Weekend 2nd/4th. July. Wharfedale's Castle Howard Weekend. Wharfedale group's annual away weekend at this prestigious Yorkshire venue. Details from Stan Lowe, 01274 635041 or Ken Bailey, 01274 816613.

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/>

Weekend 9th/11th. July. East Riding group's camping weekend at Aysgarth. All TR members are welcome. Details from Ian & Mary Landen, 01482 872175

Sunday 18th. July. Newby Hall Show.

Our best turnout ever last year with over 50 TRs but we hope to exceed that this year. See some of last year at,

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

Many of you will have already filled in the ticket application forms available at the meetings. These will enable a bulk application by group leaders to ease the organisers' task and ensure we get a large enough formal TR register stand. If you haven't made any move to get a ticket yet and you want to go, **the closing date for receipt of applications is coming up shortly!**

There is no phone or e-mail contact for this event.

Plases write to:

Harry Fletcher, 'Nyora' Dale Road, Shildon DL4 2LB

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>

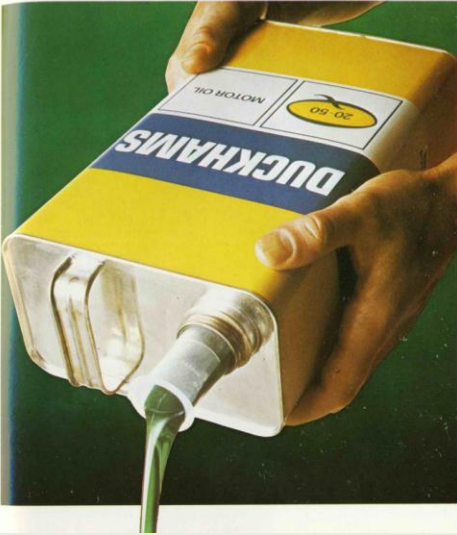
Sunday 22nd. August. Raby Castle Show. A classic car show in the grounds of this local historic stronghold. We're going to make this a midsummer outing for the group which should give the opportunity for a family day out in the sunshine. More details of the arrangements at the Wednesday meetings.

TR Tips

If you're passionate about using Duckhams 20-50 in your engine, keep your eye open for it at every opportunity and snap it up. It's suddenly become as rare as hens teeth, disappearing from the market. When you suddenly decide to do that annual oil change, you may find you are searching in vain for your engines life blood.

Favourite of Classic Car fans for many years, (this advertisement is from 1972), the original green liquid was tried and trusted to smooth the way for our engine's innards without question.

Finding a can of Duckhams is now the question, not what is in it!



What do you find in a can of Duckhams?

- 1 Quality**
A combination of the purest base oils and most modern additives – products of Duckhams research blended with the skill of 70 years' specialisation in the production of the finest motor oils available to the British motorist.
- 2 Value**
Don't take our word for it. Compare the price you are at present paying, whether for packaged oil or for oil dispensed in the service bay, then compare with the price of 020-50. You can't buy a better oil, so why pay more?
- 3 Availability**
Duckhams 020-50 motor oil is available everywhere – with over 30,000 stockists in the United Kingdom. Now used by more than one in four motorists – truly the choice of the enthusiast.
- 4 Leadership**
Duckhams were first to introduce multigrades to the British motorist. 020-50 is the result of this leadership, and is today the most experienced and most modern motor oil. Although the same does not change, the formulation continues to improve whenever we can provide a valid benefit for the motorist.

New Easy-to-fit Pourer
No splashing, no waste when you use the handy special pourer supplied free with every gallon can of Duckhams 020-50.
DUCKHAMS OILS, SUMMIT HOUSE,
WEST WICKHAM, KENT, BR4 9SJ

TR Convoy Techniques

At the start of our most hectic TR travelling period it's worth remembering the convoy principles that can make your run out a pleasure rather than a pain

- **Most important.** Keep an eye on the car behind. If it begins to lose touch, slow down for it. That way the leader also slows down and the convoy doesn't get lost or split.
- Keep your distance for safety, but don't allow big gaps to develop! Sounds contradictory but bunching up reduces your visibility as well as giving you less time to react; whilst large gaps extend the length of the convoy.
- Keep it smooth. Don't brake or accelerate hard - if you do the car behind is likely to do the same, starting a chain reaction which will result in someone behind you eventually having to stop... It's the same thing that causes the Western Bypass to come to a halt for no obvious reason!
- Stay in formation, if someone pulls over, by all means overtake but pulling out and overtaking the group achieves nothing.
- Don't jump red lights or junctions. The convoy ahead watching you will know you are stuck and slow down or stop so that you can catch up.
- Most Importantly----Enjoy your TR Motoring!

FBHVC Newsletter update

ANTIFREEZE

In the article in the last newsletter, we said '*Bluecol and Blue Star are well known brand names and both of these are declared suitable for classic cars*'. Perhaps we should clarify that we were referring to the traditional blue coloured Bluecol - but the company also sell a red coloured Organic Acid Technology (OAT) product suitable only for modern cars, not classics. Even more confusingly, there is also Bluecol U which marketed as a universal top up and not an antifreeze product with which you would fill the whole tank. The manufacturer has assured us that this is suitable for historic vehicles.

It has also been brought to our attention that Halford's sell a blue-coloured 'Advanced' antifreeze which has a label containing the phrase: '*Older vehicles can further benefit...*' but on further examination it was discovered that this product does indeed contain OAT and therefore cannot be recommended for historic engines.

Our postbag has also been swelled by correspondence relating to the extremely poisonous nature of ethylene glycol, indeed the Cats' Protection League have gone so far as to start an on-line petition to highlight the danger to small animals accidentally ingesting tiny quantities of the product. Propylene glycol is much safer and one of our new trade supporters, AAA Solutions Ltd, is about to launch a propylene glycol based antifreeze specifically aimed at historic vehicles.

It does remain a rather confused picture, but the important facts to remember for historic vehicle owners are: use only Inorganic Additive Technology (IAT) products according to the manufacturers' instructions and take great care with any liquid containing ethylene glycol.

For Sale



A member in the Newcastle area has a Mazda MX 5 coupe for sale. May 09 plate, black with black interior and less than 6k miles on the clock. One owner, electric roof and all the fun of a classic two sweater, plus the reliability of a modern motor. Save the 5-8 week wait for current delivery.



Contact number, 0191 2641247.

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

Wanted

A Northumbria member is in need of a right hand pedal box and rack for a TR 4.
Contact: <mailto:kmaudsley195@btinternet.com>

Another member needs a TR 6 speedo cable, Contact: mailto:tony_bamboro@btinternet.com

Tailpiece.

A new patrol car in the Italian police force....Just what they need to catch speeding drivers
What a car!!



Oh! Dear!!!



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.

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