



Northumbria Newsletter



May 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.

Rob Murphy, our North East area group co-ordinator, reports news from the Didcot committee meetings that the **International for 2011 will be at Harrogate**, giving easier access for members in the North after several years of a sizable journey to Malvern. The International is a big item in the Register's budget and it is important that its financial viability is maintained, so this adventure in the choice of venue for a one-off change will be a big test. It's an opportunity for a turnout in force from Northern members to make sure it is a successful move.

The second piece of Rob's good news is that following the large turnout of cars at last year's Newby show, there will be a Register plaque award for the winner and runner up in a 'best car on stand' competition at this year's Newby show. (18th. July) This will be an opportunity for some reward for all the polishing among the working cars on display, as well as those who enter the formal Newby concours competition.

A dozen Newby entry forms have been dished out, but if those with them would get them back to the group leader, with the £3 fee, as soon as possible we can get them to the organisers and asses how many more we need. Sending them back in bulk helps the organisers on postage and identifies those requiring to be parked together on the show ground.

Another Didcot HQ item of interest is a proposal to make the first two hundred issues of TR Action available to members on a CD. (We are currently up to 243) The Technicalities CD was issued some time back containing only the technical items from previous issues and has proved extremely useful. Work has started on production of these new CDs covering the remaining articles and they will be available in due course for a small charge. The figure of £10 was mentioned at the group leaders meeting but we shall have to wait and see.

Paul Defty, a member in the Sunderland area, has acquired a six from member Ray Wright, well known in Cleveland and Cumbria Groups. Ray, an adventurous sort of chap that he is has taken a shine to a new hobby of ballooning. This means a substantial change of hardware in the garage and enabled Paul to take over the sapphire blue six rebuilt by Ray.



Stuart Wilson was mentioned in the last Newsletter. A new member in the Stamfordham area. Stuart has a TR 7; was at the Melton Constable meeting in early April, and has sent this item on his activity with the seven:

I've just fairly recently purchased a 1979 TR7 FHC coupe with Webasto roof. I've always liked these cars ever since seeing a green one in a showroom in Morpeth in the late seventies, early eighties. Having been stage rallying in various Vauxhall Novas for the last five years, I decided on a change, partly due to the increasing costs involved.



The car I've bought is maybe not the best example but it has an MOT and seems to drive all right.

With being involved with a couple of local motor clubs I decided to enter a 12 car navigational rally on the 24th February. The event started on a cold damp foggy night in Wylam, I had Josh Davison in the hot seat on the maps. Josh may be only 15 but is very experienced. We set off as car 4, we headed off over the Tyne and up past Bradley Hall heading towards Coalburns, the fog was getting worse. The main object of the night was to get a finish and see how I got on with the car. The route saw us heading towards Shotley Field over the A68 and on to Edmundbyers and Muggleswick before heading over the moors towards Blanchland and heading back to the Dr Syntax pub via Kiln Pit Hill. There was still snow lying on the moors near Blanchland but it didn't cause any problems. Coming into a couple of time controls we were told we were the first car on the road, which was a surprise to us.

Back at the Syntax we discovered a few people had retired for various reasons. Once the food was eaten the results were announced, we had come first!! This came as a bit of a shock, but rounded off a fantastic night of cheap club motor sport.

Following on from this event an entry was put in for the next one in the series, which took place on 24th March. This event started from Fairmoor just outside Morpeth. Again I had young Josh in the passenger seat. We headed out towards Netherwitton and Pigdon before heading over towards Bolam. Some of these roads were ideal for the TR, the weather was far better than the previous event with a nice clear sky. Josh was spot on with the maps yet again having the whole route plotted within about 20 minutes. We dropped one minute in the middle section, which at the end cost us first place. The event finished at my local the Bay Horse in Stamfordham where a good spread was put on.

These 12 car events are run by Hexham and district motor club normally on a Wednesday night once a month from September to May. They are great fun to do with a relaxed atmosphere and a good mix of cars of various ages. These include my TR7, Volvo Amazon, and Mini to more modern cars such as Vauxhall Astra, Proton. Also a good mix of ages of competitors from Josh at 15 to people in their retirement.

Hope this gives a little insight of what I get up to in my TR7.

Stuart Wilson

Some insight into the sporting activities available locally, some TR suitable roads, and some 'watering places' from Stuart's account. Such a useful story we've sent it to Mr Redway at TR Action in the hope it can have a wider audience.

From **Nigel Shute**, another piece on how he got hooked into TRs and his trials during installation of a V8 into a Seven:

Here is the story of my TR7 rebuild.

One night I was out to dinner with friends and one of them said to me I have a mate who might have something of interest to you. So we arranged to meet up the next weekend and he took me down to Scunthorpe, to a field with a container sitting in the middle. He phoned his mate who came to undo the padlock on the container -something he had not done for 10 years - and there inside was a TR7, an unfinished or rather an unstarted restoration project. Apparently his mate had taken it in payment of an outstanding debt but had never touched it! We haggled over the price but I only paid one-third of the asking price, the chap was that desperate to get rid of it and another very rusty, seized old TR7 (talk about buy one get one free!) sitting in the field and loads of parts - some relevant and some not. It took two journeys with a car transport trailer and one journey with an ordinary trailer to get all the stuff to my house. Then of course the place looked like a scrap yard! Firstly I stripped down the spare TR7 and kept any parts that I thought were worth keeping and scrapped the rest. Then I purchased a re-conditioned V8 engine. Next I stripped everything off the car, cleaned, serviced or replaced all parts. The sub-frame was cut and welded to get maximum clearance and the lowest centre of gravity for the V8 engine. A new shortened prop was ordered locally and made up while I waited. The seats were also restored locally. The exhaust pipes were rather a problem as I could not find any to fit. So the car was trailered down to Lancashire and a bespoke system fitted - not cheap - but it sounds great! I connected the battery up the wrong way and burnt part of the wiring loom so had to part re-wire. The headlights were my biggest problem. I drove all the way to Lancashire one day to have the four headlight motors tested - two worked and two did not. So when I got back I used the two that worked and still the

headlights would not work. I gave up and bolted them fixed in the upright position and took the vehicle for its MOT. It went straight through!! I booked the car into a recommended auto-electrician - he had the car three months and did nothing. So I brought it home, went on Google and got 28 pages on relays. A mate and I built a little tester and found one or two problems compounded by the fact that the fuse had subsequently gone. Eventually the headlight motors bust into life but in reverse! They were up when they should have been down, etc. I realised the arms had been fitted 180 degrees out of sync. Some new connectors on the wires removed the intermittent electrical supply and at last we had working lights! I have been trying to get a spare ignition key made but no locksmiths around here have the right blank. I was down at mother-in-law's, near Guildford, Surrey and popped into her local locksmith, explained my predicament - he had the blank and cut the key and did not charge me for it. It transpired he had restored and owned a Triumph TR4! I have now started running it in locally to see if any teething problems crop up. I still have carpeting to do and the boot to fit out but hopefully it will be ready for summer motoring and I will be able to join you on some of the meets.

Nigel Shute

Early April we did the **Farndale Run** with East Riding and Cleveland groups making a multi group outing to the villages and dales of North Yorkshire. This was a tremendous day out with lots of TRs, good old fashioned roads, a walk in the country, rounded off by a cracking meal at The Lion, Blakey Ridge. It is hoped this could be a season opener in future years for the groups on the east side. More is mentioned in the next TR Action report and we hope to get some pictures onto the Northumbria web site shortly.

Drive It Day, was 25th. April and we repeated the Hartlepool Quayside run. From the Durham Services, we took Barry's scenic route to the old coastal road into Hartlepool where we arrived a little earlier than last year and managed to get parked up together. We have a new Northumbria `sail banner` this year which is easier to put up than the old horizontal version, and of great assistance when you want to return to the cars, due to its prominence.

This outing was a chance to give it its first airing.

The Classic collection was just as impressive as ever although except for Northumbria there was no sign of any other TR presence. Nevertheless a good dry morning run, a picnic and an early breakout enabled us to support FBHVC in its desire to promote the use of Classics. You can take a look at some of the exhibits and spot the banner on Simon's picture gallery at:

http://photos.psy-online.co.uk/DriveltDay_10/index.html

Coming Events.

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

Wednesday 19th. May, third Wednesday meeting at **Kings Head, Lanchester.**

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

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

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

This will be a meet-up with fellow enthusiasts of the MG Northumbria Club for a local convoy run. "The Wylam Wander" 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." A new adventure which we hope you will support.

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. 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>

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.

Archive Item.

An advert from the Northumbria Group Newsletter of 1983



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Also some second hand parts available

****TR4/5/6 Door Skins are now available****

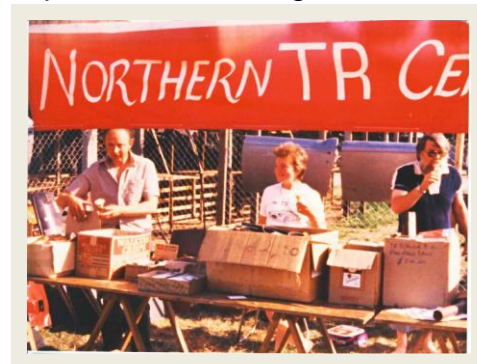
ACCESS & BARCLAYCARD TAKEN



here.

Park View Garage

Supporting TRs, Geoff was a regular at the International in its early days along with wife Sheila and another notable stalwart of the club, Renton Kidd. Trading parts, their work was the forerunner of the traders we now come to expect at this event as a matter of routine.



Geoff and Renton at Silverstone

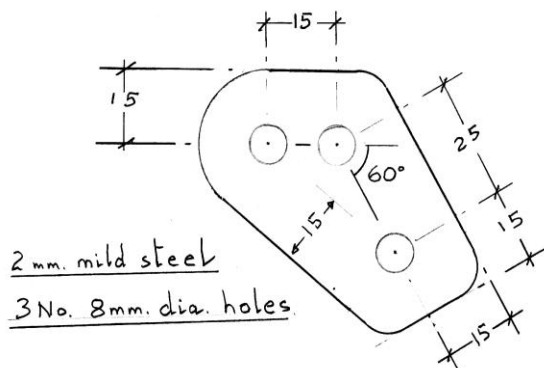
In the TR Register History edition that you recently received there was fleeting mention and a photograph on page 98 of the opening of the Northern TR Centre. Their premises at Sedgefield became the hub of TR activity in the North for many years and owner Geoff Mansfield is still as passionate about the marque as ever. To add a little more information than Mr Piggott has provided in his history, we can draw your attention to the pictures on page 62 where Geoff's TR 2, THT 611, is shown taking part in the round Britain, Jubilee run in 1977. Geoff still owns the car which he has rebuilt twice. Prior to operating from the premises at Sedgefield, Geoff ran an earlier operation at Willington as seen

In addition to his commercial operation, Geoff participated in the racing of TRs as his hobby. Travelling around the country together with other TR owners, they flew the flag in competition for the TR owners of the North. Among the racers, John Cook, Colin Wheeler, and Renton Kidd are some of the names found mentioned in the local group newsletters from this area.

TR Tips

Many find the fixed seat back arrangement found in the Michelotti cars uncomfortable, and there is a current fashion to replace them with Mazda seats. A substantial improvement in posture can be achieved by inserting a small spacer plate between the standard seat and its pivot. By raising the pivot height at the front of the squab, the fixed relationship with the back means it is reclined slightly in comparison to its original position. This stops the short seat back from 'digging in', and makes longer journeys more tolerable.

Made from 2mm. thick plate, a spacer such as shown in the diagram will lift the front of the seat squab about 20mm. It does however, because of the slightly greater length of the back, recline the top of the seat much further.



The dimensions of the plate can be adjusted to suit personal requirements but it is surprising how a small difference in this detail can make a big improvement in comfort.



Plate & two 1/2 inch screws



Original seat pivot



Plate attached



seat back on runner

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

Twin box exhaust for a six. Any condition considered. Contact Dave at:

<mailto:David.Blenkinship@jpkenny.com>

Tailpiece.

A photograph from The Lakes Tour of 2004



Thanks to Stuart Wilson and Nigel Shute for their contributions this month. 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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