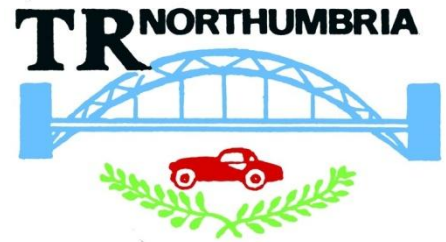




Northumbria Newsletter



October 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.

The **Floater's Mill** meeting started our September TR outings and a fine summer night, perhaps the last of the year, enabled us to take over the `beer garden` to hold an inquest on **Bryan's** crankshaft. Yes, his 3A has suffered the classic four pot TR malady of a broken crank! Having spent most of the year trying to trace the source of a knocking from the gearbox, his troubles have now been compounded by an engine disaster as well. At times like this Bryan's enthusiasm comes to the fore and he already has the strip down in progress and the `bits` laid out.

Hold on! That's not the end of it! It never rains but it pours and pushing his 4A into service to make up for the lost TR opportunities he found ominous noises from the water pump sending him messages. Removal of the pump involved that odd Triumph arrangement of two studs and a bolt, fixing it to the block. Unfortunately the bolt has snapped flush with the block turning the 4A into another `sick bay` patient. Whatever you have incurred over the summer that you are going to fix over the winter lay-up, it probably won't be as difficult as Bryan's problems and he's sure to have them both on the road again before the spring.

Just to round off the Floaters Mill meeting, and coinciding with the onset of the dark nights, **John Cook's** Se7en had decided not to open its headlights that night. Prior to departure, John and Simon, who is well versed in the solution from his own experience with KBA, resorted to the manual wind up of the headlights so that John didn't have to crawl home by torchlight. News soon came in that John had traced that one to a small electrical component and all was well very quickly. No doubt **Bryan** wishes his solution was just as straight forward.

The first weekend in September as always was the **Lakes Weekend**. Dedicated as ever, **Dave Blenkinship** attended for his 24th visit and sent the following brief report.

Saturday

Met up at the Lakeside Station car park. **Paul Brent, John and Eve Cook**, and **Simon** made up the Northumbrian presence. As this was a none TR visit for me, after watching the TR convoy set off for Buttermere, I took the family to Kendal and Hawkshead where the Relish shop sells `chilli Jam`. Try it on a steak sandwich. At the evening pub the Hope & Anchor at Flookburgh, the theme was Superheroes.

Sunday

Met at the normal place with **Paul Brent, John and Eve Cook** in attendance.

The TR convoy went off to the High Cross Inn Broughton in Furness across the Fells, however mine was a more direct route to meet up with friends including **Nigel Cardale** who came over for the day. **Alan Woodhouse** was reported seen somewhere in the throng.



(photo by Simon Rutter)

Among the prizes, the most desirable TR was a Green TR5

the Wooden spoon went to a red 4

Most travelled was Ivor from Essex way

Paul Brent won something in the raffle. (that's two years on the trot for Northumbria since I believe **John Cook** won last year) Next year is my 25th year of the lakes tour so hopefully the 6 will be there. **Dave Blenkinship.**

Closer to home, member **Mac Young**, (TR6), sent a late message that the same weekend he was organising the **Harbottle Village Show**, near Rothbury, and he invited Northumbria TRs to make a display. The late appeal caught us out as many already had other commitments and had to miss this great opportunity to see an old fashioned rural agricultural show. **Renton** and a couple of others managed to make it with a small display of side screens and reports that he had the best deal of the weekend. There were crafts, stock classes, side stalls and even country wrestling in an amazing setting among the hills. The very essence of an earlier time, a period that matched the birth of the TR. An event to note now as a definite for next year's diary.

Our mid-month meeting for September was at **The Ridley Arms at Stannington**. Surprise personality on that night was **Paul Heritage** who turned up in another TR Se7en! A member for many years with a V8 powered Se7en convertible; and we usually catch up with Paul's news at the International each year. Latest news however, is that he has developed a taste for a rally TR 7 so has bought a very respectable coupe to convert as a project into a rally style model.

Next up was **Selkirk show** on 19th. We managed eleven cars including those Triumph, Morpeth men, **Peter Turnbull and Bob Robertson**. **Stuart Reid** in his six should have got a long distance award for starting at Ferryhill, the furthest south on that day, and passing through a wet dawn on Tyneside that was not representative of the weather at Selkirk, 90 miles further north. Warmer, drier and an occasional burst of sun graced the proceedings, although as seen through Tom's eyes it was one of the best days of summer. This might have had something to do with him winning a "best in class" and "best Triumph in the show". Two awards this time! So the glare from the trophies brought a summer high for Tom, but the rest of us nevertheless had a good day out among the Border hills. Group Leader from Aberdeen, Alan Gibb, was also there to enjoy the show and kept us enthralled with tales of his Doretti trip to Le Mans.

Downside to the day disappointingly, was for Peter Turnbull who found on his return to Morpeth that some light fingered locals had relieved him of a side light glass and bezel on his TR5. A couple of days later he managed to source replacements from the TR shop.

Coming Events.

The most immediate event is the "Round Britain Reliability Run" by TS2 and the Coca Cola Se7en. Details have been given in the last TR Action magazine. Charity donations to support the run are in aid of "Mind" and you can contribute to this at a web site which has been set up. Below is the short note from the Register Manager regarding the run.

Dear All

Thursday, 9th. September

Rob and Mark now have a charity donations site up and running for the TS2 entry on the Round Britain Reliability Run. If you wish to publicise or make a donation please use the link below. Your brand new JustGiving page is live and waiting for donations at

<http://www.justgiving.com/Rob-Mark-TS2-TR-Register-RBRR-2010>

Yours sincerely,

Allen Forster, General Manager

Wednesday 6th. October, Skiff Inn, (near the Metro Centre), venue for First Wednesdays until March 2011

Wednesday 20th. October, Lakeside, (A194 near Monkton), venue for Third Wednesdays until March 2011

Sat/Sun 13/14th. November, The NEC show Birmingham, the glossiest Classic Car Event of the year.

Sunday 28th. November, Register AGM.—see TR Action 244 page 16 for details.

Tuesday 15th. March 2011, annual Cleveland/Northumbria quiz at The Old Mill, Metal Bridge.

TR Tips

Rimmers Bros. send a promotional newsletter each week to those on their mailing list which includes their tip of the week. A recent issue promoted their supplementary oil feed kit to the TR rocker shaft. The merits of this equipment you can judge for yourself but part of their tip contains a clever DIY wheeze for loosening valve springs without having to take the head off, which could equally be useful if you have a broken valve spring or want to change a dodgy set of collets. TRs having multiple valve springs, one broken and not the other can sometimes occur when this dodge would be very useful.

Triumph Rocker Feed Kit

Excessive rocker shaft wear is a classic complaint about the Triumph push rod engines. The external rocker feed kit is an effective and easy to fit solution to the problem. It works by piping oil from a plug hole in the cylinder block main oil gallery up to the cylinder head, thereby maintaining a higher oil flow installation. The kit is so good; it looks as though it should always have been there!

The Rocker Feed Kit and Oil Consumption

When the supplementary oil feed to the rocker gear is fitted, an increase in oil consumption is often encountered. This is attributed to oil being drawn down worn valve guides. The extra amount of lubricating oil flowing through the valve and rocker chamber, as supplied by the feed kit, exaggerates any tendency for oil to be sucked down worn valve guides past worn valve stems.

The best solution is to fit new valves and guides, but this is not always on the top of the repair priority list. To assist in the reduction of oil being sucked down the guides a method of valve stem oil seal is required. We offer the simple do-nut rubber ring that is used so successfully on MG sports cars. Its part number is [AEK113](#), one per valve stem. Now the clever bit... How to fit them without removing the cylinder head from the car?

Each seal needs to be fitted to the valve stem above the valve guide but below the valve spring upper retaining cap(s). Remove the rocker cover, rocker gear and the spark plugs. Cover the holes that the push rods come up through so nothing can be dropped down into the engine. Turn the crankshaft so that number one piston is at bottom dead centre (BDC). Feed a length of clean, pliable rope down the spark plug hole of number one cylinder, leaving a bit hanging out so you can retrieve it. Now, slowly and carefully turn the crankshaft clockwise by hand, a resistance will be felt as the rising piston in that bore compresses the rope against the combustion faces of the two valves in that cylinder, holding them against their seats. The valve collets and spring caps of that cylinder can now be removed without the fear of losing the valves down the bore. The valve stem oil seals can be fitted to these two valve stems and perhaps a new set of valve springs. Be honest, this tip has saved the cost of a decoke set! Once the valve stem oil seals and other parts have been refitted to this first pair of valves satisfactory, simply turn the crank anticlockwise to BDC, withdraw the rope and repeat the process on the remaining cylinders and pairs of valves. To be sure that the rope has compressed sufficiently against the faces of the valves, attempt to push the valves by hands, as if being acted on by the rockers before removing the spring caps or collets, this is the fail safe check. This method can be adopted anywhere as it does not require the use of compressed air, special tools or luck.

Scenes from Selkirk



Northumbria were there,

modest modes of transport,

and massive modes of transport.



Unlike Ford, Austin seemed to offer lots of colours other than black



Even a pretty commercial.



Made in Washington, D.C. The Clan Crusader (Durham County)

At the end of the day there was a happy ending for Tom





To round it all off there were local sights and local nourishment



Internet Items

Checking on the internet for the Selkirk show, a site promoting the tourist values of Scotland turned up which contained a picture of two Northumbrian members, **Bryan Archer and Ian Wilkinson**. We don't know how long it's been there. Perhaps they're collecting royalties? Left click on the link below to see it.

[Visit Scotland](#)

Shortly after the Croft Nostalgia weekend, the Aston Martin Owners club had a club day at which **Russ Swift** gave a display of his talents. **Geoff Mansfield** kindly sent me the following link to a video of the entertainment which has been posted on YouTube. Left click on the link below.

[Russ Swift at Croft](#)

You can find out more about the Round Britain Reliability Run at the Register web site by a left click on the following link,

<http://www.tr-register.co.uk/noticeboard.php>

Last but not least, the star contribution to this letter! Your very own Northumbria Colleague **Simon Rutter** brings the **Yoof Group** and twenty first century technology to you with this link showing a taste of the Lakes Tour, just left click your mouse for a TR tour of Cumbria,

[Lakes Tour 2010](#)

Member News

Mentioned before, the growth of the Wedges seems to be gathering pace and our most recent new member in the Northumbria area also joins us with that model. **David Hudson** has an orange V8 convertible to which he intends to carry out some chassis mods. With Paul Heritage, Stuart Wilson and John Cook already familiar with these details there's a wealth of hands on knowledge available to help him, so welcome to David and good luck with the car. We hope to see you out soon.

A simpler fix was for Ian McLean who has a '72, 150bhp, white TR6. A member for many years and having a much up-rated the TR with a stage 1 head, suspension mods. and interior renewals, Ian doesn't get much use of the car these days but keeps it in good running order. Following this year's MoT it died just as he arrived home from the garage. Responding to his call for help on the basis that the fuel injection seemed the cause, Paul Defty and your group leader paid a visit to see if we could get it running again. Regretfully without success.

Following recent good reports we recommended he talk to Team Valley Classic Cars for a solution. Happily, Ian has reported another good experience after collecting the revived TR with a modest bill resulting from clearing a short on the ignition circuit. Ian joins others who are commending Terry at Team Valley for his help. You can find him if you left click on the following link.

[Team Valley Classic Cars](#)

From: **Renton Kidd**

Comments seen in **The Metro**, the free newspaper for commuters sounded familiar recently. Readers' letters regarding the correctness of words attributed to the Region came under

discussion as follows:

► I've lived in Newcastle all my life and haven't heard of 'raggies'. Radgies are unbalanced people like nutters!
Warwick Hunt, Newcastle

leading to:

► We don't say 'raggies' in Newcastle. We say 'charva'. That's where the word *chav* came from! *Tom, Newcastle*

Some members have speculated that this might be the same "Tom" at Newcastle that has a garage full of cups!

Meanwhile further across the region there was more speculation,

► Ben Collins is not the stig. I'm The Stig .
The Stig, Sunderland

Of course we do know this is true as we met him on the way to the Croft Nostalgia Weekend!



TR Archives

Also from **Renton Kidd, Member No. 1412**

Where are they now, the lost members from the original 100 or so founders of the Register? Have you ever met one? I have!

At the Harbottle Village Show in early September, I had the good fortune to meet ex. **Member No. 94, Mr. P. B. Henney and his wife**. They are originally from Norfolk but escaped the busy south and settled in deepest Northumberland. They have found peace and contentment in the upper Coquet valley in the lee of the Cheviot Hills where they are both fit and well.

(Check out page 168 of the Register history where you will find **Mr Henney** listed)

For Sale

You will recall that in the last Newsletter there were two members with a substantial number of TR related items for sale:

Renton Kidd who may be contacted on Tel. No. **0191 2850387**

And Graeme Cook who may be contacted on Tel. No. **07703 179738**

Check out the lists in the last letter there may still be items you could use.

(Particularly the Gentleman at Raby with the TR6 who spoke to Renton about MX5 seats)

Tailpiece.

Ferrari "Breadvan"
2.9 litres 60deg. V12



Seen at Le Mans in July
Based on a 250 GT SWB

To view more info on the Breadvan click the link below,
[Wikipedia Breadvan](#)

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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