



Northumbria Newsletter



September 2009

Greetings to everyone in Northumbria Group

Northumbria Update.

Dave Wright, a TR Register member in the NE for the past thirty years, died suddenly on 31st July. Dave was more than a member, he was a Celebrity to everyone he met through his passion for the Marque and enthusiasm for life. Most of you will by now have seen the review in TR Action regarding his passing and may also have noted recent comments on the Forum.

The thoughts and wishes of everyone in the Register must be that wife Maureen and family can get through this difficult time through knowing that Dave was so highly valued among us, he will never be forgotten.

Dave wanted any collection on his behalf to go to The Peoples Dispensary For Sick Animals and its pleasing that a substantial sum has been contributed which will be sent on behalf of TR Northumbria. We understand grandson Liam, whom many will have met at Malvern and local events, is continuing the TR tradition by taking over Dave's TR5 and we offer him our support and wishes for every success in the future.



Dave's TR5



Dave's Touring Rig



Starting the Nurburgring

IWE Malvern, attracted the usual Northumbria 6.30 am Friday morning convoy which enabled them to to `bag` Northumbria's favourite corner camp site plus tree. Prominent this year were a number of canine TR supporters. Yes you read that correctly. The introduction of the weekend dog class seems to be as serious as the TRs and Northumbria had five canine visitors this year. Stocking up on spares, bargain spotting and car watching were all as good as ever and all returned North without drama. In the absence of a first hand report from any members who attended, Simon Rutter our contact inside the Yoof Group has come up trumps with a report on Malvern from his perspective.

TR Yoof and the IWE

I attended the International Weekend at Malvern with the TR Register's Yoof group. I'm sure you'll have heard of the Yoof group, but in case you haven't the Yoof group is the latest group of the TR Register, but unlike the Northumbria group the Yoof group is

comprised of young people from all over the country. It is part of an initiative by the Register to encourage more people from the younger generations to get involved in the TR scene, something that needs to happen to help preserve the cars into the future.



In true Yoof fashion the Northumbria's early morning convoy down to the international was definitely too early for me. Instead I set off on my own journey to the Yoof base camp in the very noisy area later on in the morning, and despite having to pass through several rain showers it was roof down all the way of course!

First thing on the agenda was the TR conga and Beach party that was organised by the Glavon group, this was followed by what has now been customary for us with a sing-along back at camp with one of the group members Steve Cooper on his guitar, all in all a good way to start the weekend off... a nice relaxed evening.

Saturday saw the obligatory supermarket trip to stock up on food/alcohol/BBQ supplies for the evening as well as the Yoof's first visit to the ring with Steve Redway entering in style with radios blasting, engines revving and horns beeping! A good chance to spread the word about the group and hopefully encourage more young people to get involved in the future.

Saturday night started off with BBQ and booze at camp, and we made our way across later on in the evening to the disco in Severn Hall. There was a good selection of music played this year we thought, and there were certainly plenty of people of all ages on the dance floor right up until the end of the night. At the end of the evening we managed to acquire a free keg of beer that was left over... however those that took advantage of it back at the tents soon realised that the reason it had been given away free was that it had gone off! This didn't deter some people though, who paid the price the next day thanks to worse than usual hangovers!

It took quite some time for everyone to emerge from their tents on the Sunday morning, but everyone was able to make our second ring appearance of the weekend at 1:30pm. The entrance was much more subdued than on the Saturday however, in part thanks to that keg of beer!

Overall it was a good fun weekend, and if you know any young people who are interested in TRs then encourage them to find the TR Yoof group on Facebook and get involved!

For anyone that's interested, photos from the weekend can be seen on my web space <http://photos.psy-online.co.uk/>

Simon Rutter

Sean Tindle has been missing from our outings recently as a result of his 4A being pranged from behind. Whilst driving locally to his home he suffered that agonising experience when you stop in traffic, hear that unmistakeable squeal of tyres on asphalt, look in the mirror and feel as though time is standing still. Yes, you are actually watching, waiting, and knowing that the car behind is about to modify your bodywork! Worst of all there is not a thing you can do about it. A slight shortening of overall length, reshaped boot, readjusted panel gaps, rearranged exhaust system, bumper, etc, etc, resulted. The guilty Micra was equally modified. Sean has spent the last ten years carrying out a restoration with respray, engine and suspension rebuilds and much more, so the car had just reached a very high standard. Fortunately having seen quite a bit of work from John Collins at Heritage Classics lately, he was aware that miracles in metalwork are not impossible and was not too upset. With help from Towergate and John at Heritage he should be roadworthy again for Selkirk on 20th. Sept.

Swallow Doretta. What is it? That is the phrase most heard in relation to the most recent automotive Classic to grace the NE roads. The answer is partly again due to Heritage Classics but mostly due to Geoff Mansfield's passion for searching out and restoring all things TR. Over the past twelve months Geoff has rebuilt this rare fifties model which is based on TR running gear and drive train but with a much restyled chassis and aluminium body. On its first major outing at Swainby Village Show it was awarded best post war car. There is much more to hear about this one and its connection to Swallow Side Car Co, origins of the name, etc. but we are hoping to persuade Geoff to write a comprehensive account for TR Action so I'll leave his powder dry with just the one picture of this pretty little car, and to tell you that less than three weeks after completion, Geoff and Sheila are going to the Germany European meeting in it on 10th Sept.



The Dyke Neuk, was the location of a record breaking meeting on 19th. August. Twenty TRs that night and standing room only inside. This meant escape to the terrace which was ideal on a fine night to look down on the array of TRs. Unfortunately a small shower came in from the coast to spoil our soiree and a quick hoods up and return to the bar brought us down to earth. Among the cars at a meet for the first time was the smart 4 of Paul Reynolds and it was interesting to hear of how he is taking to a `surrey top` Michelotti after owning other Classics. Coincidentally we found that Paul had previously owned the 3A which David Rawlinson now runs. (Remember David kindly contributed the piece in the July letter on his French trip in that very car).

Swainby Village Show in North Yorkshire was the target for our August Bank Holiday Sunday outing and despite being in the middle of the main holiday period we managed a seven car convoy. A topless day out in Yorkshire countryside with a relaxing picnic among the cars. Jim Duff, (mimosa 6), dragged the Group Leader into The Black Bull and forced him to imbibe some John Smiths, otherwise we couldn't have wished for a better day out. A chance to see some rare cars, renew acquaintance with Cleveland members Rick and Gary; and Ian Rigby, who I believe was a prize winner with his TR5 which has featured in `Rebuilders Diaries.`



AC Ace

Coming Events.

Wednesday 2nd. September. Northumbria Meeting at The Rose Tree Shincliffe

Weekend 4/6th September. Register Lakes weekend at Newby Bridge.

Sunday 6th. September. Raby Castle Show.

Weekend 11th/13 September, European Meeting at Rust in Germany.

Wednesday 16th. September. Northumbria Meeting at Ridley Arms,
(A1 North of Newcastle)

Sunday 20th. September. Selkirk Show.

(Tickets have been ordered for those who requested them)

Wednesday 1st. October. Meeting at Skiff Inn, (Near Metro Centre)

Weekend 13/15th. November. Classic Car Show NEC Birmingham.

Sunday 22nd. November. TR Register AGM at Heritage Motor Centre, Gaydon.

(See page 16 in TR Action237)

Sunday 7th. March. Triumph Spares Day, Stonleigh.

For Sale

TR7 V8 in Gold with cream leather. Converted by Grinnall in 1988 to the V8 engine with upgraded suspension, power steering and brakes as well as some remedial work on the body, undersealing and waxoyling as receipts and a letter from Mark Grinnall confirm.

- Grinnall prepared V8 engine with Holley 4 Barrel Carburettor and Offenhauser Manifold
- Tubular Manifold in Stainless & Quad Tail pipes
- Lowered Suspension & Spax Shocks all round
- 15" Maestro Wheels & Power Steering
- Cruise Lights, Remote Locking, Electric Windows, Alarm
- Cream Leather Interior & Matching Wool Carpets.
- MoT'd to May 2010



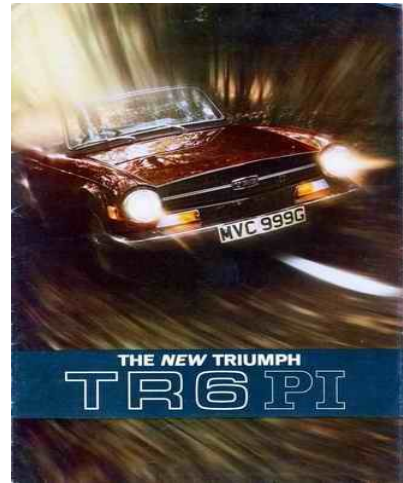
A powerful car with excellent road holding and handling in good overall condition.

£3,500

07766444915 Nigel

Archive Item.

As its the 40th Anniversary of the TR6, some may be interested to see the advertising style of the day taken from the Catalogue of 40 years ago.



Designed for the man who lives and drives in style

New line on power motoring

First thing you'll notice about the new TR6 P.I. is its aggressively simple styling. From the long, low, black grille, flanked by wide-set headlamps, to the dramatically squared off stern, it looks exactly what it is. A powerful, purposeful, no-nonsense, British sports car.

All fussiness has been eliminated. Every line, every curve, every angle earns its keep in terms of better motoring.

That sweeping, aerodynamic bonnet, for instance. It stretches wall to wall and it's hinged at the front, so it won't take off when you're really flying.

All four wings are bolted on. So if you do modify one and don't like the effect,

you can go back to our design without having to replace half the body.

Rear lamps, stop lamps, reversing lamps, flashers and reflectors—all these have been integrated into two matching units. Easier to see. Easier to see to.

Everything is practical; even the name badge. You'll never have to scrape dirt and squashed flies from its decorative notches. Because it hasn't any decorative notches.

Equally easy to keep clean are the magnum wheel trims. They're made of polished alloy that knows how to take care of itself.

O.K., that's the styling picture. Now let's get with the action.



A driver's car

Step into the office of a Triumph TR6 P.I. and—if you know motorcars—you'll know this one means business. Big business. The contoured seat grips and supports you in all the right places, sets you firmly in command of every driving situation. The pedals feel precise, progressive. The leatherclad racing wheel is a professional invitation. So is the chunky gearshift. Instruments are quick-read, minor controls fall readily and naturally to hand. Every item in the cockpit tells you that this is a driver's car.

Start her up. Instant action. No hesitation or fluffiness. Let her idle a moment. That rich, throaty burble is a big-six promise of power. Now rev up. That's the turbo-jet smoothness of direct fuel injection.

Snick into first and pull away. Through the gears to fifty in $6\frac{1}{2}$ seconds, to sixty in nine. This is real motoring; your skill and experience mated to the fantastic power potential of the TR6 P.I. Watch that rev counter; this engine is so eager, you're in the red before you know it.

Fast left-hander coming up, clear road to the exit. Line her up, change down, ease the wheel, power on. This is the moment of truth. This is when it can happen.

Nothing. That bend might never have been there. With its all-round independent suspension, plus wider track, $5\frac{1}{2}$ J rims and new anti-roll bar, the TR6 P.I. beats any previous TR for roadholding. And that's really saying something.



All-round Functional Elegance



Everything under instant control



THE NEW TRIUMPH TR6 P.I.

It was Triumph who rocked the motoring world by announcing the first British petrol injection production sports car—the TR5 P.I.

Now comes the TR6 P.I., bringing new style, new features, new status to fuel-injection motoring.

Before describing the TR6 P.I. in detail, let's make one thing very clear.

This is not a car for Sunday tourists who want to play crocodiles. Neither is it right for boy racers who want to dice with danger.

The new TR6 P.I. has been created for the man who knows what motoring is all about. Who is mature enough to appreciate superb engineering.

Who is eager to accept both the thrills and the responsibilities of power motoring allied to superb roadholding.

In the hands of such a man, the TR6 P.I. is one of the safest, swiftest and most responsive sports cars in the world.

At any price.

Internet Motoring Entertainment.

From Issue 236 of TR Action, Roger Ferris, (TR 5 Registrar), reports that the following web site is of interest for racing TRs and others,

<http://s252.photobucket.com/albums/hh3/sms1126/Watkins Glen 2008/?start=0>

Tailpiece.



Used to illustrate a recent National Newspaper Article.

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