

# TR Torque

Periodical newsletter of the TR Register Shropshire Group



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Dave Somerville's TR4 taking in the view from the Great Orme on an August run with Alan and Nicci Edwards



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Articles for publication are welcomed provided that they are relevant to the Group such as:-

*\* Restoration projects*

*\* Technical do you have a particular experience?*

*\* Runs out with your cars either individually or in a group*

*\* Future event*

The Newsletter will be published periodically as yet the frequency has not been decided and will largely depend upon the response we get to this first issue.

*All opinions expressed by contributors will be their own and are not necessarily the views of the editor, the TR Register of the Shropshire Group.*

*The Editor reserves the right to edit content and to moderate submissions.*

### Covid –19

The COVID-19 pandemic has played havoc with the 2020 calendar of events with no Club Nights, no Group runs, no shows, no events and no social gatherings since March . Everyone has been in lockdown until June with limited opening up since then and now we are back in a similar situation until at least December 2nd.

TR Register and government advice is not to organise any events. The rule at the moment is not to go out except for essential journeys. One member of a household is not to meet more than one member of another household outside of their homes.

So, it seems that at least until 2nd December 2020, TR runs must be for essential journeys only—business, food shopping, visits to the doctor or hospital, key workers etc.

## Out and About with Members' and Their Cars

### A Few Days at Llanbedrog on the Lleyn Peninsula

Roger and Angela Boxall had a few TR days away at Llanbedrog on the Lleyn Peninsula. Accompanying them were friends from The Camb Followers Group, Gary and Leanne Bates and Colin and Pat Dorrington (see photo). They got the best of the October weather.



TRs at Llanbedrog Beach

### Summer Run to Tenbury

During the summer working under Covid 19 restrictions only 4 cars set off from Craven Arms for a jolly around South Shropshire on a run organised by Jeremy and Lizzie Charlton.

The route took them through the lanes of South Shropshire and North Worcestershire ending up at the Rose and Crown at Tenbury.

The run took in the lovely gardens at Wildgoose Nursery at Munslow in the Corvedale.



Left to Right. Hazel Humphreys, Debbie and Greg Washington, Gordon and Sheena Grant, Lizzie and Jeremy Charlton, Richard Humphreys



Photos in Wildgoose Nursery garden



## The Devil's Staircase

Covid 19 restrictions haven't stopped everyone from enjoying the sun when Debbie and Greg, Sheena and Gordon had a run out in their TRs. Here they are taking a well earned picnic before taking on the Devil's Staircase.

Starting after breakfast at the Ludlow Food Centre heading for Presteigne and then onto

Builth. The sweeping bends and scenery of the A41 being the highlight of this stretch.

After Builth they headed to Beulah before turning right to Abergwesyn and then up the pass to the Devils Staircase. They had planned morning tea in Beulah but couldn't find anywhere hence stopping for break in the sunshine. There are spectacular views all the way up the pass to the devils staircase. Plenty of places to stop and admire the view.

The staircase itself is a steep (25%) single-track switchback which, as long as there is nothing coming the other way, is just a case on keeping it in second and swinging the steering wheel from side to side every 100 yards or so. The group decided to stop for a picnic lunch just before the descent into Tregaron. They had been looking for somewhere for a while and eventually went up a forest track. While sitting there they noticed the official car park and picnic place just 2 minutes further down the road!



Greg thinks that this run is a good candidate for an open road run BUT not in one day – it was a long day and we didn't have time to see everything. He proposes that the run should be taken over two

days staying overnight at the pretty Aberaeron harbour. That will add some completely different scenery and give us time to visit both the gorge at Devil's Bridge and the Elan valley on the way back.



Aberaeron—somewhere to break the Devil's Staircase Run?

## Run to Snailbeach and Welshpool Airfield

Before the imposition of the Second Lockdown, several Shropshire Group members were able to enjoy runs in small numbers.

Five members from South Shropshire had a good drive over the Long Mynd, The Stiperstones and the Long Mountain to lunch at the Montgomeryshire and Mid-Wales Airport near Welshpool - (another good and interesting stop off for future runs in this area).



TR6, Mercedes SL 300 24 and a Citroen DS 23 in a misty Snailbeach car park.



Blacksmith's Shop at Snailbeach



Remains of The Snailbeach and District Railway

## Black and White Villages of Herefordshire

In August a group of members set off from Ludlow Food Centre for a foray into Herefordshire and for a drive along a route taking in many of the black and white villages.

Unfortunately Peter and Rosanne didn't make it all the way and their TR4 had to be escorted back to Pontesbury by the AA as their alternator packed up.

The others enjoyed a lovely tour taking in Richard's Castle, Luston, Leominster, Baron's Cross, Dilwyn, Weobley, Erdisbury, Pembridge, (where the group said goodbye to Peter and Rosanne) then on to Eardisland, Kingsland, Yarpole, Mortimer's Cross, Aymestrey, Wigmore and Leintwardine where lunch was taken at The Lion pub.

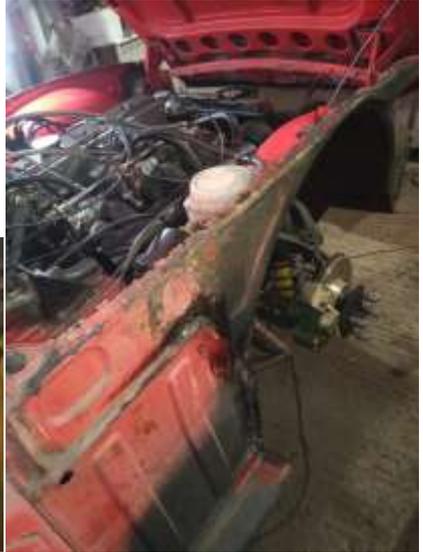


Pembridge Church and detached Bell Tower

### Gordon's TR6 Bodywork Woes

This is the story of TAB105L (otherwise known as "Tabitha") – Gordon's 1973 TR6 was purchased in May 2013. Club members will testify that she is loud and fast with her uprated engine last measured at 170 HP. The car was last restored in 1992 and Gordon always thought that the car was basically sound albeit with some minor rust spots

recently starting to appear mainly on the O/S rear wing and at the front of the N/S front



wing. As we'll see later in this article Gordon perhaps thought that he was deluding himself

Last restored in 1992 Gordon recently decided to tackle a few issues with bubbling paintwork on his TR6. Just as Roger found a couple of years before this, the dreaded metal worm has been at work behind the scenes and as the panels were taken off for repair, so further corrosion was discovered.

Removal of the O/S rear wing revealed serious rust on the inner wing where it joins the rest of the bodywork. More inspection revealed a deteriorated B pillar where it joined a badly repaired inner sill. The seatbelt mounting was useless. Floor pans also looked bad.

Because of this turn of events Gordon decided to go round the whole car removing wings and inspecting the whole structure. The news was bad and what started as minor repairs to external bodywork has turned into effectively a re-restoration project. It was figured that once repaired the car will not only have a new life, but will be stiffer and stronger all round and more fun to drive.



## Peter's Sunbeam Alpine restoration

Three years into what was supposed to be an easy and relatively quick make over Peter's Sunbeam Alpine is getting to the final straight. The paintwork is almost complete. The wiring is done (thanks in no small part to Greg). Just needs the engine to start and be commissioned, doors and windows to be installed and the carpets laying.



July 2017



2018



2020

## Greg's "Dull as Dishwater" job.

Greg says that " This is dulllest job of the year has been repainting the underside of the Riley or at least the bits you can get to without dismantling anything". But what paints/ treatment would you use? After almost no research other than seeing what he had in the cupboard, Greg decided to degrease with Screwfix heavy duty degreaser plus brake cleaner on the stubborn bits.



Photo of the underside of the Riley - note the cable tensioners to stiffen the chassis.

To repaint, Greg used Frosts Chassis Black (over Hydrate 80 if the rust patch was large enough) and put a coat of wax (Dynax UB) over the top to give it some more resistance to stones. He did this for all the steel under the car, but didn't bother with the wood or aluminium.

Greg says that the chassis is a chunky steel ladder with the addition of cables across the diagonals to reduce any chance of twisting. Most of the rungs of the ladder are tubes with open ends so they got a dose of Dynax S50 as they are basically open cavities

Greg adds "The picture shows the finished article and I am happy with the finish but I would like to know what others would have done especially if it is cheaper, easier to apply or avoids the multicoat approach. But I don't want to be patching every year either, I'm hoping for at least 5 years before repeating the exercise."

## Peter's TR4 10 year fettle

Coming up to 10 years since Peter's TR4 was restored and resprayed, small signs of rust grinning through the paint-work in places.

After some initial investigations by **Tomek Czerwionka** at **TNC Body Repairs** (Malehurst Industrial Estate, Minster-



ley) some small areas of corrosion has been found at

the top of the wings so the wings must come off to have the corrosion repaired and the wings resprayed. Not bad though since it is 11 years since the car was restored. In 2009 the car had been garaged since 1974 when it was 11 years old. At that time the original wings had been replaced with fibre glass presumably because the steel wings had corroded. Peter originally restored the car with refurbished steel wings that cost him more than he paid for the car!



## Peter's TR6 Engine Rebuild

As many of you may know from reading the report in TR Action315 (July/Aug 2019) in June 2019 a group of TR Members Alan, Martin and Sascha, Phil and Alice, Dave Somerville and Peter and Rosanne took a road trip to The Isle of Skye which ended up with Peter's TR6 being repatriated by the AA.

So what was the problem? Basically the car stopped dead in its tracks with no oil pressure.

On getting home and dropping the sump, with help from Alan, the cause soon became obvious. It was a failed oil pump.

The four bladed impeller in this oil pump was fixed to the drive shaft with a pin! The pin had



obviously been working its way loose for some time including during a 3,000 mile road trip to Italy. Eventually, in Scotland, the pin finally worked its way to the point that it locked up and the pump stopped working.

Alan fetched a new oil pump from Fitchetts in Telford on his way over to help out and this new pump was soon installed. A check of the bearings to see if the seizure had caused any damage indicated showed with some relief that that all was well. So, the sump was fitted back and the engine started—Happy Days.



Only it wasn't Happy Days! Although the engine went well, high oil pressure and it drove well, there was a faint ticking in the engine which Peter identified as being in the waist of the engine. However he struggled to get anyone else to hear it and those that did said "it's a Triumph—they all tick!".

### Investigating the ticking

Peter decided to investigate the cam followers and Alan agreed to change

these for an almost new set that he had lying around from a previous engine rebuild. Before that however, Peter dropped the sump to take a look at the bottom end to see if there was anything obvious causing the ticking.

This is what he found—white slick in the sump and white metal worn away in the 100 miles or so since fitting the new oil pump. Obviously the seizure had resulted in softening of the white metal through friction through lack of oil pressure but it took a few miles of driving for it to show up.

Steve Rhodes agreed to fit new shells which would involve dropping the crankshaft by a few millimetres and by slipping out the old shells and slipping new ones back in.

The car went to Alan's and it soon became apparent that a great deal of damage had occurred as this photo of one of the pistons will show.



In fact the cam followers were much the same and the block was written off as the camshaft bearings had suffered similar damage.

The engine is now rebuilt thanks to Steve Rhodes and Alan and it is going like a proverbial rocket.

It just needs rusty wheels restoring and it will be like new!



### Gordon's TR5 Gearbox Woes

Returning from a run out recently, Gordon's TR5 gearbox started to make a clattering and refused to engage in gear. So, out came the box with a little help from Phil and off to Steve Rhodes for a major repair. Steve found that the case was cracked and was beyond repair but thanks once again to Fitchetts of Telford a new case was soon procured. Once fixed and back from Steve with a little help from Phil the box was reinstated and now ill seems well.

## Phil's Latest Project—TR250

Last December Phil had the opportunity to buy a TR 250 restoration project and thinking he had one last project in him he went ahead and bought it, planning to take his time over it.

Little did he know that lock-down was around the corner and that he would have plenty of time on his hands - a perfect boredom buster.



Although some work had been done to the chassis, the body was dismantled revealing lots of rot and bodged repairs so he had plenty of work cutting, welding and fitting replacement panels. Phil has converted her to right hand drive and she is full TR 5 spec now. At some point she had been resprayed red but Phil decided revert to the original green.

Phil has finished all the major work now and she is back on the road after 10 years - only now we're under lock-down again so no trips out to enjoy her for a while.

## Gordon's TR6 Wheel Refurb

The finish to steel wheel and alloys doesn't last forever as Gordon (and Peter and others ) have found.

Gordon took the opportunity whilst his TR6 was having a major body make over to have his wheels refurbished with new powder coating at Kyops Powder Coating in Telford (01952 583988) which at £37 per wheel looks like good value for money



*Gordons wheels which look wheelie good!*



The TR Register is arranging for TS2 to tour Britain throughout the Spring and Summer of 2021. The Group's mission is to expose TS2 and ourselves with the intention of creating as much publicity as possible for the Register and the Group. You will see that the Shropshire Group has possession of TS2 from some time on Sunday 13th June through to Tuesday 15th June.

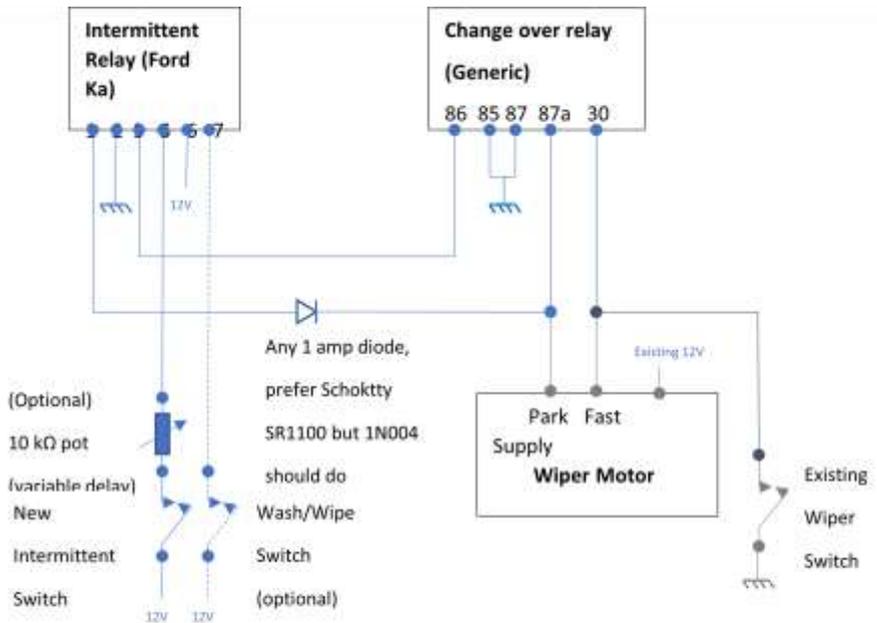


Plans for events for the TS2 have not yet been finalised. Roger's thoughts are that if there are any classic car shows taking place between Nottingham and Shrewsbury on that date then both Groups should attend and we have a public handover at that show. Otherwise we can use a tourist attraction or place of interest such as a stately home, National Trust property, English heritage site etc. Most NT properties did have a marketing/communications officer who would have been willing to help but I'm not sure of the situation following the wholesale redundancies that the NT has implemented. I can easily check this.

We could consider a static display in The Square in Shrewsbury and/or Telford Town Centre. On that theme we may be able to display in Shrewsbury's Pride Hill centre which is pretty close to the aforementioned Triumph showroom. We don't have TS2 on a Saturday which would have been an ideal solution.

Tuesday 15th June will, under normal circumstances, be a Shropshire Group Club Night. And Roger has suggested to Chris and Will that we make this a meeting of both Groups at The Fox and Hounds in Shawbury to facilitate the handover.

## Greg's Intermittent Wipers on his TR4a



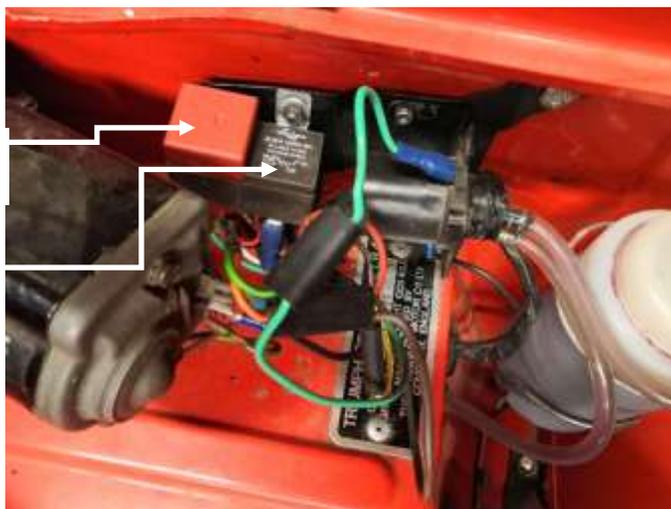
Intermittent Relay connections	Change Over Relay connections
Wiper park switch in	85 Coil Earth
Ground or chassis	86 Switched coil supply
12V output to drive Wiper Motor	30 Switch common
Doesn't exist	87a Normally closed connection (connected to switch common when relay is de-energised)
Intermittent switch in	87 Normally open connection (connected to switch common when relay is energised)
+12V supply	
Wash Wipe switch in (not used)	

Greg wanted to improve the wipers on his TR4a by fitting an intermittent relay. The problem is the TR4a motor is connected the other way around to all modern motors – it is permanently connected to +12V and then switched on by connecting to earth. The solution is to invert the output of an intermittent relay with an additional relay.

The circuit shows the simplest way Greg could connect the relays in his TR. He used a Ford Ka intermittent relay (cheapest relay that he could find on Ebay) and a standard changeover relay to both invert the intermittent relay output and switch the output from the self-parking switch between its normal connection (the Fast input to the Wiper Motor) and the new intermittent relay. Greg also found that it needed a Diode in the Park switch line to prevent relay chatter – which he hadn't anticipated

Intermittent relay

Changeover relay



## Jeremy's Story

### "Confessions of a TR Virgin"

"I took my much neglected TR3 out the other day for a spin. Well its such a shame, I thought, that it spends all its life in a dark, cold garage and never seems to see the light of day. It must get so lonely, particularly during lockdown

So off I went for a jaunt up the Burway and up over the Longmynd, above Church Stretton, South Shropshire. It was joyous to be out again, the sun shining, wind through my sumptuous Boris like blond hair (bit of poetic licence there) and the open road stretching out before him.

On the way back home I stopped off at the shops in Church Stretton to buy provisions. A short while later, I was cruising back home along Shrewsbury Road, to drop off 2 jars of honey at a friend's house in the local village. It was only when I was parking the car, did I realise that since leaving town, I had been driving along with the hand brake on, a distance of 1.2 miles! What an idiot, I thought to himself.....And what's that smell of burning?

Moral of story, engage brain the next time I take out the TR and ponder whether anyone has thought of fitting a handbrake warning light ?



Cartoon by Jeremy Charlton

## Members' Other News

Recently Shropshire Group members have focused their activities on their cars.

Mark Larnar has finished the long rebuild of his TR250. The car is finished in Silverstone Grey, a rare colour used on USA TR3As in 1959.

Russ Honeyman has completed the rebuild of his TR3 which looks resplendent in bright Signal Red. Unfortunately, due to Covid, he has only been able to complete 27 miles since March!

Ron Jones has spent the last 3 years rebuilding his TR6 which is sporting new Jasmine paint. Now that he has time on his hands, Ron has started the rebuild of a TR2 which he has had in his barn for many years. The previous owner bought the car for spares and then left it standing for 35 years. Ron is at the point of stripping out earlier "repairs" and has found that the floor wells are made from Crawford's biscuit tins – pop riveted, of course!

Work is progressing well on Dave Ashworth's TR250.

Reg Holding has fitted stainless steel bumpers to his TR6. David Somerville is sorting out the radiators on both his TR2 and his TR4.

Alan Edwards is rebuilding his TR5's gearbox, again, following the supply of faulty parts from a well-known supplier.

Roger mentioned, in TR Action 325, that the DVLA had advised Phil Desborough that it would take 3 months for them to complete the paperwork to issue a registration number for his TR250. They did it in one month!

Richard Scott reports that his TR6 has now been modified for use in Canada with LHD dipping headlights and transatlantic bumpers with rubber overrides. It now bears the registration number 6H9100.

We welcome two new cars in the Group. Ross Onions has bought a TR6 and Andy Browne has bought a VW Golf Clipper. No doubt we will see them on runs in the future.

## Upcoming Events

There isn't much going on at the moment thanks to Covid 19. The following virtual events are for your diaries.

### November

17/11/20 Club Night Zoom Meeting

22/11/20 Online TR Register AGM. For full details and to register your attendance see: [www.tr-register.co.uk/agm](http://www.tr-register.co.uk/agm) This will be virtual meeting. You will need to register or re-register to be sent the link. Registration closes 19th November

### December

15/12/20 Club Night Zoom Meeting

### IMPORTANT INFORMATION REGARDING FUTURE EVENTS

*(All subject to Covid 19 restrictions)*

**TS2 visits the Shropshire Group** – 13th to 15th June 2021. Details TBA

**50 Years of the TR Register Celebration Day** at British Motor Museum, Gaydon. 11th July 2021

**Standard Triumph Picnic.** The 2020 event was cancelled and will be rescheduled for 2021. Exact dates not yet available

**Triumph Weekend** (aka the TR International Weekend) - dates and venues have been set for the next two years:

13–15 August 2021 – Three Counties Showground, Malvern

19-21 August 2022 – Staffordshire County Showground, Stafford.

For further information contact: Roger 01743 790253 / 07811 260166 [trshrops@gmail.com](mailto:trshrops@gmail.com)  
Or visit the Group website at: [www.tr-register.co.uk/group/shropshire](http://www.tr-register.co.uk/group/shropshire)

## TR Spares

If anyone has any spare parts that they wish to part with here is the perfect place to offer them to other members. Please send details to Peter Napier and he will include them in the next edition.