

TR

August 2019 ISSUE 3

STOKE

CHRIS MOUNTFORD TR'S



***STOKE TR Register for all TR enthusiasts
past, present & future***



Information

TR enthusiasts past, present & future



To enter an article in the TR Stoke Newsletter:

Please send articles to:

Tony Ralph 077897 44422

email: tonyralph2003@yahoo.co.uk



Any TR related article will be considered for the newsletter.

If you have a project, restoration, or an adventure that our fellow patrons may wish to read, then send the details to the above mail address.

If you wish to advertise your company or services within the newsletter please contact Christ Mountford, costs implied go towards the continued support of the TR Stoke club.

The Newsletter is published Bi-annually, a summer issue in August and a winter issue in February.

The opinions expressed are those of the individual writers and are not necessarily the views of the editor or the TR Stoke Group.

Newsletter deadlines:

February edition (Mid-January)

August edition (Mid-July)



TR Stoke Register:

Meet every first Monday of the month at Longton Rugby Ground, Sir Stanley Matthews Way, Trentham Lakes, Stoke-on-Trent **ST4 8WG**.
(We do provide chip butties) ☺

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..... Front cover image:
Wayne's 1968 TR 5

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TR6 @ 50 Years

YES it's hard to believe the TR6 is now 50 years old, some of us will remember this car being launched at the Brussels Motor Show back in January 1969.

Some of TR Stokes (TR6's)



This masculine sports car squarely aimed at men with flat caps and handle bar moustaches, had a basic and bare appearance which proved popular, this TR remains the most widespread of all in the TR series, with more of them remaining on the road now than any other in the TR range.

Some of TR Stokes (TR6's)



The Triumph TR6 was built between 1968 and 1976. It was the best-seller of the TR range when production ended, a record subsequently surpassed by the TR7. Of the 91,850 TR6s produced, 83,480 were exported; only 8,370 were sold in the UK.

All TR6s were powered by Triumph's 2.5-litre straight-6, with the same Lucas mechanical fuel-injection as the TR5 for the United Kingdom and global markets, and carburetted for the United States, as had been the US-only TR250. The

TR6PI (petrol-injection) system helped the home-market with the TR6 producing 150 bhp (110 kW) (145 hp DIN) at model introduction.

The TR6 featured a four-speed manual transmission. An optional electrically switched overdrive operated on second, third, and fourth gears on early models and third and fourth on later ones. Construction was traditional frame. Other features included semi-trailing arm independent rear suspension, rack and pinion steering, 15-inch (380 mm) wheels and tyres, pile carpet on floors and trunk/boot, bucket seats, and full instrumentation. Brakes were discs at the front and drums at the rear. A factory steel hardtop was optional, requiring two people to deploy. The dashboard was walnut veneer. Other factory options included a rear anti-roll bar and a limited-slip differential.

The UK version TR6PI could accelerate from zero to 60 mph (97 km/h) in 8.2 seconds and had a top speed of 120 mph (190 km/h) according to Autocar magazine.

Some of TR Stokes (TR6's)



APRIL

April saw the first group outing of the year for most of the group. Over 24 TR's attended "Motorfest", held for it's first year at Chetwynd Deer Park Newport, previous years the event was held at Weston Park. The Gemini two day extravaganza saw live arena parades, live music, family easter fun, autojumble stalls, trade stalls and local car clubs. It attracted 100's of classic from the early 30's to the 90's and with unusually fantastic warm sunny spring weather and spectacular surroundings the event was a plesent start to the motor year. It also saw Chris Bailey collect an award for Best Classic Club Car (Nice one 😊)

Motorfest 2019 Chetwynd Deer Park



Chris Bailey
(Best Club Classic)



MAY

Auto Extravaganza



May saw the group attend, the Leek Auto Extravaganza (which is actually in Norton Green). The charity event organised by the Rotary Club Leek brings together classic vehicles of many different types in a family fun day out with local stalls, crafts, Auto-Jumble, and live entertainment. The club had 14 cars attend and a T25 camper van. Although it was a little chilly the weather stayed dry for the 300 plus vehicles for this well organised, great family fun day out.

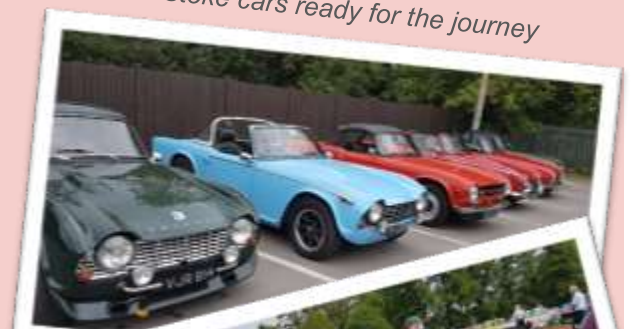
MAY

Six of the group met up at the Poaches Cottage (Trentham) for a drive to Wroxall Abbey – Warwickshire to join in the celebration of the National TR6 Day. Celebrating 50 years; since the birth of the iconic TR6. The day saw over 100 TR6's and were joined with many of the other marks within the Triumph portfolio including rarities like a pre-war Dolomite, Vitesse and a TR4 dove. The weather held off and most of the day was rain free 😊.

In all a fantastic drive (many thanks to Mark – for sorting the route) fantastic venue with some fabulous Triumphs and plenty of banter to celebrate a worthy 50 years.

Check out Steve Denton's You Tube clip of the day, featuring some of our own club cars. Search "National TR6 Day at Wroxall Abbey"

TR Stoke cars ready for the journey



Tr6 @50 (Wroxall Abbey – Warwickshire)

JUNE

Etruria Canal Festival



Apedale Park



Rudyard Lake



WOW!! June saw the clubs second year to submit a fantastic weekend event, taking in the industrial heritage of the Potteries. The club invited other TR enthusiasts/clubs to come along to see the heritage that Stoke-on-Trent has to offer. The Saturday morning started with everyone meeting at the wonderful Trentham Gardens to take a short drive to the Etruria Canal festival which has a range of events historic narrow boats and is also the site of the Etruria Industrial Museum. The Afternoon saw a drive to Apedale Country Park, the site of a former open cast mine and the site of the Apedale Heritage Centre. Some club members took the opportunity to take a mine tour and ventured down an authentic drift mine. The Sunday saw a wonderful drive through the glorious Peak District National park taking in the breath-taking views, stunning twisting roads and plenty of tea and cake stops. (See Nick Mountford's photos and videos on the clubs web page) The weekend finished off at the splendid Rudyard Hotel overlooking Rudyard Lake for a very well deserved carvery. In all some twenty cars joined in the fun over the weekend, eight from outside the area. Thanks to all that came and who made it happen.

Trentham Show 2019



JUNE

June also saw a damp but pleasant visit to the group's local classic car show at Trentham Gardens. The event was moved onto the hard-core gravel pathways around the Italian gardens, (due to the heavy rainfall during the week) which made the event very picturesque. The group made good use of the gazebo sheltering from the occasional small shower. The group had 13 cars attend.

JUNE

June also saw the clubs local Classic car show at Longton Rugby Ground. The event organised by TR Stoke in conjunction with Longton Rugby Ground featured a weekday evening gathering of some 60+ vehicles, raising funds for local charities. The event a "first" for the club, invited local clubs to join in an evening collection of all things motorised, be it old, new, broken, restored, British or foreign. The evening hosted by the rugby ground provided access to a splendid marque, bar, excellent burger van and a lovely venue in which to mingle, and meet like-minded enthusiasts. The weather was interesting having a short hail storm, but this did not dampen the evening and we hope to continue the show next year in a similar light. Many thanks to all who made it happen, a well organised event highlighted by the Police's seal of approval ☺.

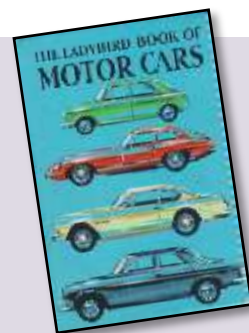
Clubs first local Show (Longton)



I think it all started with a birthday present supposedly from my brother from what would have been my sixth birthday in 1964. I still have the book which was called 'the Ladybird book of cars' and my mother has written the birthday greetings in it on Nick's behalf (He would have been less than 1 year of age at the time). In the book is a great range of what are now classic cars including the TR4.



I used to read, Exchange and Mart which was a great source of interesting 'stuff', I bought bullets, hand grenades, military helmets and all sorts of stuff but then when I started driving I started to get interested in the 'cars' sections. I looked at Rover 12s to make into custom cars, Alvis TD21 because they sounded grand and of course Aston Martins and XKs. The best 'classic' Astons were all way under £1000 and projects were a few hundred. Triumph TRs also caught my eye.



When I was 17 and training in civil engineering and surveying I used to have to go past a '60's style garage in West Heath, Congleton which always had a red TR4 and a White TR3A in the window. I used to lust after the TR3A and promised myself that one day I would have one. That's when it all fell into place but as a kid trying to get to work to and from S-o-T to Sandbach, having been banned from driving for 3 months; even I knew it wasn't really the time..... I'm nearly there with the TR3A, but that's another story.



I eventually settled on a TR4 when one came up for sale in the 'Sentinel' in 1977. The deal was a straight swap for my '72' 1275GT Mini, and in return I got a MoT'd complete and running surrey top TR4, another complete car for spares and a garden shed full of another car. Seemed like a great deal to me but, my 'old man' didn't see it that way somehow – his one line response being... "So where are you going to be living, anyway they're no good, they never were, rotten from new." If I only knew, how wise those words actually were.... Needless to say the TR4 deal didn't happen.



Not to be daunted, the following spring I was at Stockport Tech when a lad in my class said... that his mate had a blue TR, that 4 of them used to go to the pub in on a Sunday (It was Knutsford bear in mind) but they had stopped using it as there was now a massive bang from under the back when you change gear. He said it was 'F' Reg and he thought it was a TR5 but didn't know..... For my part, I didn't know what a TR5 was, but we agreed to find out more for the following week.

The information duly came back the following week and it was a TR5 (no big deal financially back then) and it had been in the Manchester evening papers for £400, complete with a massive knocking from the back. It could be mine for £350. I took a good friend with me to look at it, who

had instructions to 'not let me buy it if it turns out to be a wreck'. Unfortunately it was the same guy who I co-owned a rally car with, and a complete petrol head like me. As soon as the engine started up we forgot about the diff hanging off, the end to end filler and rust, and the fact that it was 11 years old and had 13 owners. You can imagine the rest:

I spent the next 4 years doing a body off chassis rebuild when people didn't do that to any TR, they just threw them away and bought a better one. I had no one to ask for advice on how to do it, as no one I knew had done it (In fact I don't think many people did a BOC job in the 70's, it would be the equivalent of throwing £25K at a MK1/2 Mazda MX5

What was I thinking!

✉ Chris Mountford

nowadays. So, I made it up as I went along and started welding and 4 years later I was still doing it although I was a bit more skilled by this time. I'm not really sure but I think it was around 1983/4 that CMB 100F was back on the road. If I was a drinker, the stories of; rotten bodywork, wheels flying off going for its first MOT; ripping the drivers (Brand new) door off reversing down the side of the house Etc., Etc. could keep me in beer for life.



Not many people in the group nowadays remember me with that car which was originally royal Blue with wire wheels. It served me well I suppose but after 10 or 15 years it was starting to look rough.

In actual fact it always

was rough, the chassis was rotten as a pear when I bought it but I didn't know any better back then and so 'repaired' it. When the wire wheels finally convinced me that the creaking I could hear meant they were dangerous I fitted TR6 steels to it. I also fitted a 'Surrey Top' to it when it wasn't really fashionable – I was really cheesed off when I had to pay £150 for a complete set up inc the hardtop. Bear in mind I had only a few years previously bought a TR4 for £100 from Sneyd Green and sold the rear window and surrey cover and frame for £50! The hardtop lids were practically worthless at the time. Buying the Surrey was my concession to fatherhood, prior to that it had been 'top down' at every opportunity So Kim, YOU OWE ME! All the usual bad stuff happened to the car, such as wishbone mounts tore off, holes kept appearing everywhere and eventually when the clutch cover diaphragm spring snapped one day with my ex driving, I towed it home and the car is still with me but in big rusty lumps. I have been collecting bits for it for nigh on 40 years and one day I will rebuild it..... Watch this space ☺.

CLUB SHOP



T-Shirts
£10.00



Polo Shirt
£15.00



Sweatshirts
£25.00



Design will show our new club logo (shown above) embroidered.

No caps available at the moment
Contact Will Loomes for orders.

CLUB CONTACTS



Follow us on Facebook

Search for Stoke TR Group
See the latest places the club has been. (Remember to like)



Follow us on the Web

Search for TR Register / Local Groups / Stoke on Trent



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**Aug 5**

Aug 11

Aug 16-18**Aug 18**

Aug 25

Aug 26**Aug 31**

Aug 31 – 1 Sep

Aug 31- 1 Sep

Aug 31

Sep 1**Sep 2**

Sep 13 – 15

Sep 15

Sep 22

Sep TBC**Oct 5****Oct 6**

Oct 6

Oct 7

Oct 13

Oct 27 or 3/11

Nov 3

Nov 4

Nov 8-10

Dec 1 or 8

Dec 2**Dec 8****Club Night at Longton Rugby Club**

Attingham Park Classic Rally In Aid Of Severn Hospices
(Shropshire Club Run)

TR Register International Weekend with TSSC.

(Stratford-Upon-Avon – Shropshire & Stoke Groups)

Lupin Farm Club Run. Orgreave, Alrewas, DE13 7DQ

Capesthorpe Cheshire Classic Car & Motorcycle Show

Oulton Park Gold Cup – (Group Run To Join Red Rose Group's Stand)**Equipe GTS Snetterton 300**

TR Register Scottish Weekend, Bo'ness

TR Lakes Weekend – (not confirmed yet)

Ipstones Show (For attendance enquiries, contact Tom Sale on 07512 232370)

Festival of 1000 Classics at Cholmondeley Castle – (Shrops & Stoke Groups)**Club Night at Longton Rugby Club**

Goodwood Revival, Goodwood, Sussex

Etruria Industrial Museum Classic Vehicle Rally

Combermere Abbey Classic Car Meet – (Shrops Group Social Run)

Manifold Run**Equipe GTS Silverstone National****Alderford Lake Breakfast Meeting**

Bicester Heritage Sunday Scramble See
<http://Bicesterheritage.Co.Uk/Whaton/October/>

Club Night at Longton Rugby Club

Malvern Festival of Transport

Shropshire Group's Autumn Run – Social Run

London Tobrighton Run

Club Night at Longton Rugby Club

Nec Classic Car Show – TR Register Stand

Shropshire Group's Turkey Trot

Club Night at Longton Rugby Club**Stoke Group Christmas Lunch****Red = club stands or organized****Don't forget the website on the TR Register site and Facebook TR.Register.Stoke.Group****FOR MORE INFO CALL**

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Will Loomes 01782 642684 or 07985775436 or email wloomes@btinternet.com

