

# TR

August 2020 ISSUE 5

# STOKE

*Sam Mountford TR racing*



**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 Chris 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)

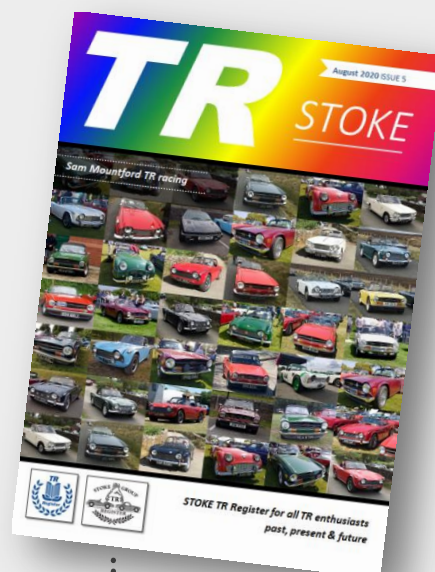
August edition (Mid-July)



## 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:  
TR Stoke virtual meeting,  
from past events

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### Newsletter Editor:

Tony Ralph 077897 44422

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# Chris's TR 4 rebuild

✉ Chris Mountford

FEATURE

The Story so far, TR4 imported from USA (a couple of years ago) in shipping container, arrived in Felixstowe but the 'nut' for the rear offside wire wheel was missing (Picture 1). With no nut to hold the wheel on they had no option but to drag it out after trying to lift it with a forklift. Needless to say the back of the car was mangled. The mystery of who stole the nut when it was on the docks in New York will probably never be solved.

In the light of COVID I have been busy working on the TR4. I've made more progress in the last few weeks than I have in the last 2

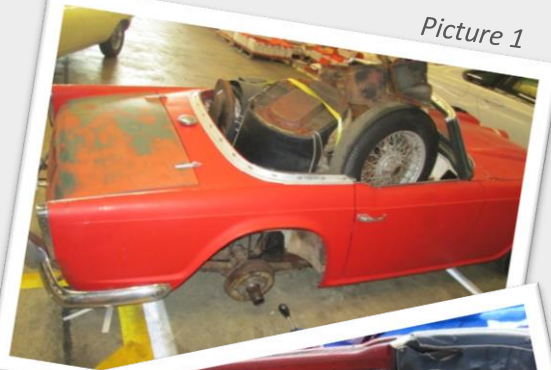
years! It has given me the time to process the TR4 rebuild. It's not all bad as long as I don't catch CV19..... Although with this thing I am likely to get a severe dose of ferrous Oxide ☺. First job was to strip the body off the chassis and put on a dolly 'upside down' (Picture 2) so that I could access the areas to be repaired / replaced. I've attached a random selection from early on (picture 3&4)

Having stripped it down, I am replacing the floors, Sills, Inner sills all the bulkhead edges, and converting it to RHD, oh, and putting a front bulkhead back in where it had been 'torched' out with Oxy

Acet bottles to fit a V8 over in the States. (Picture 5).

Thank goodness this TR4 is a good one, seriously!

Picture 1



Picture 3



Picture 2



Picture 5



Picture 4





Just some of the events **not** attended.

## EVENTS NOT ATTENDED

### APRIL

Well 'Drive It day' was more of a 'On the Drive day, ☺. The country has been hit with the Coronavirus and the traditional TR events and classic car shows have been put on hold. The picture shows Tonys TR On the Drive day with a celebration to all the hard work the NHS and keyworkers have been doing, during these unrepresented times.

On the Drive Day



### APRIL

Club Cars Isolating



A couple of sad 'Car owner' TR's self isolating. As with club TR's over the month, they have been polished to death, locked up, small jobs completed and doing 'zooming' of a different sort. Such a shame, as the month had proved to be the driest since records started, and so little of them seeing the daylight.

TR Register – supporting the frontline NHS staff in the fight against COVID-19 with the TR Register charity rally plates. The plates feature the now symbolic rainbow motif and an image of TR2. All proceeds from every single plate will go to NHS Charities. Chris Bailey TR4 showing his support and featured in TR Action (Issue 322). The plates are available and are on sale for just £10 each. Order online via the link [www.tr-register.co.uk/nhs](http://www.tr-register.co.uk/nhs) or call 01235 818866.



### MAY



Triumph over COVID-19

### MAY

Steve Thomas has imported his TR6. It came in via Felixstowe in true Star Wars style on May 4<sup>th</sup>. We hope the force is strong with this one ☺. It will be great to see this 'rouge one' out in the near future, providing 'New hope' once the 'empire strikes' back from its 'attack of the clones' and the 'Phantom Menace' that is COVID-19. May the 4<sup>th</sup> be with you Steve! Sorry couldn't help that Saga, looking forward to the sequel or the "spin off" in our next newsletter ☺

Steve's imported TR6



JUNE

Peddle Power



Kevin Shaw has been busy restoring his very small TR4 ☺. Kevin has gone eco friendly reducing his carbon emission to zero. This rare TR4 with no internal combustion engine relies totally on peddle power. The single seater comes with working lights and independent reliable steering (IRS), making this peddle power TR the only single seater TR4 -IRS known to the club ☺. Can't wait to see this at the shows, a sure hit with the kids.

JUNE

Dave Lewis has been fiddling with his 'diff'. As we all know Dave does like to fiddle ☺. He has taken out his differential from his TR, had a play with his gears, given them a good clean and plenty of quality lubrication. He has checked out his bearings, looked for any loose pinions or worn rings and oiled them back up. The outcome of his fiddling is that he now has, perfect gear movement and much less of that annoying howling and whining noise coming from his backend ☺.

Dave fiddling



JULY

Reg was asked by Roy to look at his car and fix a number of things which had built up over a while and an accumulation of too much abuse from the driver. The brakes had given up the ghost, the car needed a service and the wheel bearings needed adjustment to get through the MOT.

The brakes were very poor and turned out to be quite a job. Roy got some new pads but the brakes were still bad after fitting those so Reg stripped them all round but the stopping power was still poor - needed to be good for Roy's driving ! – Reg found that the servo was not holding vacuum so he replaced that and still not that good so he fitted an extra non return valve in the manifold and that did the trick, much better. You don't get such a good manifold vacuum effect from a P.I. car as a carb one.

He then gave the car a full service which was reasonably straight forward. I had to remove the drive shafts and adjust the rear wheel bearings, which is a greasy mucky job and the drive shafts were quite reluctant to go back in easily. The hood had been rattily and insecure for some time and I found that the header rail had come away from the hood frame so he repaired that and all was well.

The car is very fast and the engine runs very sweetly. Can't do anything with Roy though!



Roy's Damson TR6





*Sam Mountford says: Firstly a small introduction about my background and motor racing family. I am a youth member and have been since 2015. I am privileged enough to be able to be involved in TR racing and enjoy my father's TRs on the road. As a young member I have a running TR4 Project as well as a TR2 restoration project. Below is a short insight to demonstrate my perspective as a youth member onto Triumph TRs.*

*For motor racing enthusiasts, there are a number of legendary, almost biblical circuits and corners we all dream of tackling. One of those is the Circuit de Spa-Francorchamps. Well, one weekend in June 2019 my Dad and I took the journey to Belgium, to this hallowed ground, for the Spa summer classic. My Dad Nick Mountford would be racing his Bob Tullius tribute TR4, number 44 and I would be on the spanners, oil and mops.*

*Lets begin by expressing how much we all enjoyed the weekend, even if it did not quite go to plan. It started off like any other race weekend, an enjoyable journey down the M1 early one Thursday morning, with a slight detour to collect essential spare and arrive at the Eurotunnel, then travel through France into Belgium and eventually arrive at Church. Set up camp – (blow my airbed up and put it in the car trailer – best tent ever) Drink and eat plenty before getting some shut eye.*

*Waking up refreshed and to the sound of 80s and 90s European Touring Car Legends, I would say our day got off to a superb start. Our race was the Spa Ardennes Challenge, a race previously know as the Barry "Sideways" Siddlely –Smith 1 Hour.*



*Somehow our race organisers managed to blag the GP pits and we were stationed in garage 35. Preparation for qualifying was well underway; everything was under control, for now at least. We were taking to the grid alongside giants such as a 427 CI Cobra, GT40 and several Crossle / BDA Escorts. We found some space and posted a respectable lap time and were comfortable running second in class before the car began to jump out of gear each time Dad ventured over 90mph. Dad retired the car back to the garage.*



*Stripping the interior, removing the gearbox, tightening the selectors and a quick spanner check was enough to believe we had cured the issue and we began rebuilding the car. Done for lunch and we were able to rest easy, enjoy the fantastic racing and explore the mighty circuit on a Honda Dax!*

*Saturday came – Race Day and after another luxurious night in a 5\* trailer. I was up early and ready for our race, the first one of the day. Having missed out on the majority of qualifying, we lined up alongside a multitude of MGBs. When the lights went out, a storming start by Dad saw him take ten places on the first lap. The hunt began as he lapped quicker and quicker. We were closing in on our main rivals, until lap 7, when disaster struck. The TR4 gradually began filling up with smoke and forced another retirement from us.*

*Upon investigation, it was clear that the gearbox tail shaft was leaking copious amounts of oil onto the exhaust. Lifting the car onto axle stands, stripping the interior and removing the prop shaft, it was clear that our state-of-the art ceramic rear tail shaft bearing had collapsed. Upon removing the gearbox and stripping it down to components form, it was clear it was unusable. Damn*

Fortunately, we had a spare box with us. Although it was not quite a straight forward swap – we had to swap the input shaft from the broken box into the spare as they were running two different clutch splines. Another successful rebuild and we were ready for race 2. This allowed us to enjoy the 37 degree heat and watch the support races before Spa 3 Hour race commenced. What an outstanding race that was, three hours racing and less than 4 seconds slit first to third. Two Lotus Elans and a Mustang eventually took the final podium spot.

On Sunday, having retired in race 1, we had to start from the back of the grid alongside some other that has suffered problems – one of which was a Healey 3000.

In the race, reeling in a class win was on the cards, as our two main rivals had spun or were struggling to fight their way through traffic. Upon closing in on the other remaining class entries, we had yet another gearbox problem. This time the tail housing had fatigued and fractured, forcing yet another frustrating retirement.

Disappointing, yes although we had an amazing time with our TR and we never gave up. The cause of all this drama appears to have been down to an out of balance prop shaft.

Our next race is a 3 Hour relay Endurance Race at Donnington Park on the 20th July, in which we are teamed up with a Triumph SLR. Should be great fun. Anyway, that is a small insight into how I am involved in TRs and I hope to encourage more youths to join our cause and create more chaos at the next events and internationals.



## CLUB SHOP



Polo Shirt  
£15.00



Gilets  
£25.00



Fleece  
£25.00

Caps now available at £15.00  
Contact Will Loomes for orders.



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



## 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



## For more information on TR Stoke:

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# ALL EVENTS CANCELLED DUE TO COVID-19

*At the current time, the TR Register is strongly advising our organisers for local groups to continue to cancel all social activities and refrain from road runs or any other meets in groups, until further notice.*

*Please see the Register's latest update on the web site at:  
[www.tr-register.co.uk/article/2020/06/0222/Coronavirus-LATEST-UPDATES-29620](http://www.tr-register.co.uk/article/2020/06/0222/Coronavirus-LATEST-UPDATES-29620)  
and also in the Chairman's Chat in Allan Westbury's article in the latest  
TR Action issue 322 on page 7.*

**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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