

THE SPRING TOUR May 2023

Follow on Stays/Journeys— Helen and Ann



Helen and Ann departed the hotel enroute to the TR Register's Scotland Weekend for 2023. Here are a few photos which Helen posted on WhatsApp



Dumfries House



Scottish weekend



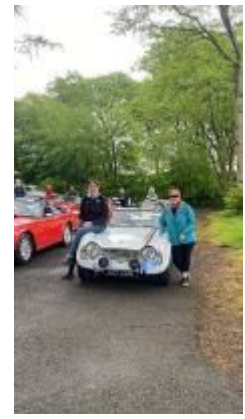
Wayne Scott



Ann



Scottish weekend



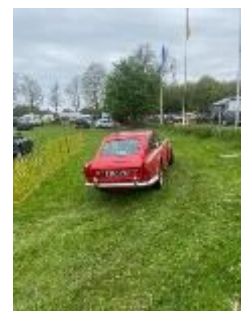
Selfie at Dumfries House



Scottish weekend



Scottish weekend



THE SPRING TOUR *May 2023*

Follow on Stays/Journeys— Grants and Lainsburys



Gordon and Sheena and Malcolm and Jacqui spend a few days in the Lake District on their way back to Shropshire. Here are a few photos that they posted on WhatsApp.



THE SPRING TOUR *May 2023*

Follow on Stays/Journeys— Jeremy and Lizzie



Jeremy and Lizzie stopped off at The CB Inn on their way home. Here are a few photos that they posted on WhatsApp.



THE SPRING TOUR May 2023

Follow on Stays/Journeys— Greg and Debbie



Not sure where Greg and Debbie went except they joined Roger, Helen, Peter and Rosanne to the lighthouse at Mull of Galloway and then went on the Ayr and elsewhere. . Here are a few photos



Helen Critchley pointing to her great grandfather's name at the Mull of Galloway lighthouse.

THE SPRING TOUR May 2023

Follow on Stay — Critchleys and Napiers



Sadly the Spring Tour came to an end and most members headed off from the Balcary Bay Hotel on the morning Thursday 18th May to various destinations.

Some went north to the TR Register Scottish Weekend, others went north to visit old friends whilst others would stop on their way back for a few days in the Lake District.

The Napier's and the Critchley's stayed on at the Balcary Bay Hotel mainly because Helen and Roger wished to visit the Mull of Galloway Lighthouse. Helen's great grandfather lived at the lighthouse with his family for fifteen years and so it was a bit of a nostalgia trip for Helen.

Helen and Roger have previously stayed at the lighthouse where there are cottages to rent for holidays and this time Peter and Rosanne Napier decided to join them along with Greg and Debbie Washington who were on their way up to Ayr to meet old friends.

After lunching in the Visitor Centre Debbie and Greg departed for Ayr and the Napier's and Critchley's for the hotel. On their way back to the hotel there was a visit to the glorious Glenwhan Garden on high ground overlooking Luce Bay and the Solway Firth.



The next day the two cars drove to Kirkcudbright for a look around the town and to visit Broughton House and Garden. The day of the previous visit to the garden during the main tour the house wasn't open and Helen missed out on the garden having joined the run that didn't stop in the town.

Enroute to Kirkcudbright there was time for a stop off for a photo opportunity with the Wicker Man on the road to from the hotel. The Wicker Man was by the same artists that made the Belted Galloway bull that Peter and Rosanne snapped when they were in Scotland in September 2022.



There was also a stop off at Dundrennan Abbey which surprisingly was open although many parts were fenced off due to Historic Scotland restrictions.



An early return allowed for some relaxation prior to the last night's dinner..



Dorothy Clive Garden Run

Roger Critchley'



The Dorothy Clive Garden is located in Willoughbridge on the Shropshire/ Staffordshire border near Market Drayton. It is a charitable garden trust set up by Colonel Harry Clive as a place of rest and continued horticultural education for the general public. The twelve-acre garden is both formal and informal with a network of paths to explore. Additionally, the garden has several notable collections of plants including rhododendrons, azal-

The gardens were interesting but with so many rhododendrons and azaleas they would have been at their best in April/ May. So, this could be a plan for 2024 Drive It Day!



eas, camellias, and hydrangeas.

On Sunday, 18th June, the garden hosted a Summer Music Day with Vintage and Classic Car Display. Barry Bell, the North Wales Group GL, made me aware of this and we agreed to meet with a number of Shropshire and North Wales Groups' cars.

Nine Shropshire cars undertook a short run to the garden. However, road works around Market Drayton meant that we could not follow our chosen route. Instead, we met at Prees Heath and drove through Burleydam, Audlem and Woore. Once we had arrived, we were directed to a suitable area with enough space for the North Wales Group to join us. This bought 20 TRs together and provided an impressive show.

Members' TR Issues

Roger Critchley's TR6 Fuelling Issues



As you will have read elsewhere in this issue, we had a fantastic trip to Dumfries and Galloway. However, it was long drive back.

220 miles into the 252-mile return journey my TR6 spluttered to halt with the fuel pump racing. This was on the A49 just north of Whitchurch without a layby in sight.

The obvious suspect was the fuel filter, but this meant completely unloading the boot at the side of the road to access it. Fortunately, Peter and Rosanne Napier had been following us and were able to provide protection from the traffic.



We were surprised when the filter proved to be clean. Peter did notice that the hose from the fuel tank to the pre-pump filter was very soft.

Earlier in the week and after a long run I had noticed a hissing from the fuel filler cap as it struggled to replace with air the fuel used. The vacuum created may have caused the soft hose to collapse.

Upon inspection the vent hole in the seal for the Fuel Filler Cap was no more than a pin hole. The photo shows the errant seal on the left.



The replacement seal has a much larger vent hole.

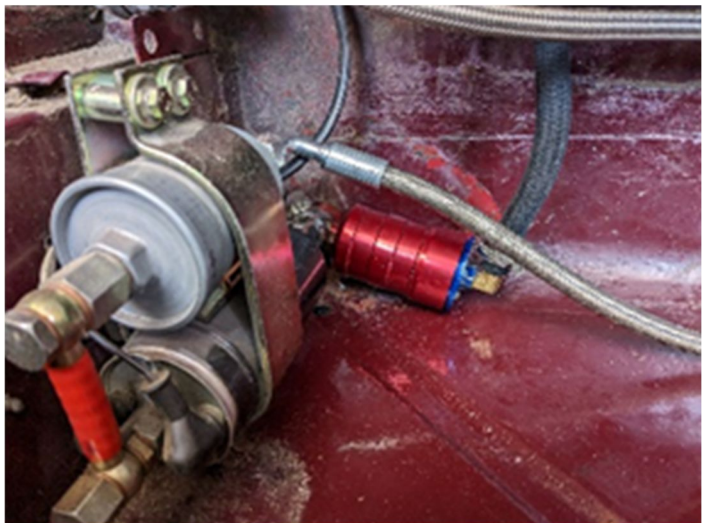


I clamped off the hose from the tank and purchased a syphon pump from Amazon (approx. £9)

along with a couple of petrol cans from Screwfix to empty the remaining 4 gallons from the tank.

You will see that I cut pieces out of the tank end of the pipe so that it did not suck itself to the bottom of the tank. I also tied the pipe to a (clean!) stick so that it would not coil up in the tank. Emptying the tank was a slow job!

Replacing the hose was straightforward but I did make it a little longer to allow some wiggle room.



A 90-mile round trip to Shobdon Aerodrome was completed with no problem. The forthcoming run to Black Rock Sands will be the real challenge. Fingers crossed.

Members' Projects

Peter Napier's TR5



When I first heard that Steve Ditcher was selling his TR5 I started to think about buying it. I had always wanted a TR5 as it seems the best of both worlds - the TR4 / 4a body with the 2.5 litre six cylinder fuel injected engine.

At the time I had a perfectly good TR6 which apart from one catastrophic failure of the oil pump had always been reliable but I made my mind up to sell that and buy the TR5.

I looked over the car and liked what I saw although I recognised that the wings would have to come off to rectify some areas of bubbling paintwork at the top of the wings. I didn't like the racing seats and planned to replace these with MX5 seats and the rear bumper would need to be re-chromed to correct corrosion of the chrome.

That was pretty well it as far as the work was concerned. Easy-peezy, I should have that done in a few weeks. I took the car on a test drive and really liked it and decided to buy the car. We agreed a price and I gave Steve a deposit and he agreed to keep the car until I sold the TR6.

Before I could sell the TR6, I had to repair corrosion to the rear valence where I had spotted some bubbling paintwork which upon closer inspection the corrosion grew and grew. I cut out the rot and welded in new metal, made good the body with a light touch of filler. I stone chipped the valence and cills and made good the paintwork.



With the TR6 sold I picked the car up and drove it back to Pontesbury.

The car came with two full A4 ring back folders full of information about the background of the car. It started life at Canley in 1968 when it was first sold from Highway Garage Coventry.

Whilst driving the car home, unlike on the test drive, It was obvious that something wasn't quite right with the car as it would only accelerate slowly. If I tried to accelerate too quickly the car let me know in no uncertain way that it wasn't having it. It would slowly get up to 75-80mph but only at its own rate!

After getting home, I adjusted the ignition timing by listening to the engine note and when I drove it up to the unit where I was going to do the work on the car it performed much better.

I found a couple of MX5 seats in Suffolk for £70 for the pair plus £20 for delivery. The seats were recovered by PJM in Market Drayton in blue with white



white piping to match the remainder of the trim.

I started the repairs on 1st January expecting the work to take just a few weeks. Firstly I removed the front wings which wasn't easy as the screws holding the wings to the body were corroded and the sealant used in the joints had hardened. Eventually the wings were removed. During this process it became evident that there was more corrosion in the wings than I had identified when I inspected the car. Perhaps I should have paid more attention but as I had to remove the wings anyway these additional repairs wouldn't be too much of a problem.



I stripped the paint to the outer faces back to bare metal using paint stripper but because of surface rust on the

While the car was on the lift I took the opportunity to clean, scrape, paint and fully underseal the underside of the car. I also cleaned and painted all the suspension and steering parts front and rear.

The "knock on" Minilite style wheels were generally okay but the chrome centre where the splined hubs were bolted to the wheels were corroded and I naively thought rechroming these would be a simple exercise. Not so apparently as I was told due to the shape of the hubs a high quality of chrome work may not be possible, I received quotes of £40 per wheel to rechrome the hubs even with the caveat.

back I decided to have this blasted by Voodoo Dave's in Shrewsbury. This revealed that repair panels would be needed for the cills to the wings.



I had originally planned to repair the relatively minor paint bubbling to the tops of the rear wings next year to reduce the amount of work to do this year. After all the paintwork wasn't that bad. Then I decided that I would tackle all of the work in one phase and so I removed the wings and stripped the paint only to find that on one wing repair panel would be needed to repair the cill on one of the wings. In the end each wing required such a panel.



That was pretty well it as far as the work was concerned. The work on the wings seemed to take forever mainly because I was quite slow doing the work and my welding isn't the best you have ever seen. It was also very cold at this time in the workshop and I kept finding excuses not to go or to come home early.

I got a quote from Voodoo Dave in Monkmoor, Shrewsbury who had blasted the wings, to powder coat the five wheels and the splined hubs for £40 per wheel. I decided to have the wheels refurbished in anthracite as I thought the contrast of the domed chrome nuts holding the now powder coated hubs and chrome knock on centre nuts would look quite good. The jury is still out on this decision.

Eventually the repairs were finished and I then set about prepping the wings, priming them with epoxy primer front and back and stone chipping the whole of the backs and the cills on the fronts. The undercoats had to be "flatted" before I applied finish coat to the back and over the stone chip on the cills and backs of the wings.



Tomek at TNC was to spray the outside of the panels as I didn't trust myself to do a good enough job.

Some of the chrome domed headed nuts were also corroded and I found that the cost of replacement nuts was four times more expensive than new M10 stainless steel bolts and nuts. This is what I used in the end which involved drilling the holes to suit the new bolts as they were a touch too small.

Whilst I was cleaning the underside of the car I found small amounts of corrosion on the back of the cills and adjacent to the rear wheel arches. To gain access to these areas for cutting out the rot and welding in sheet metal repairs meant that the trailing arms need to be dropped. In doing this the telescopic dampers needed to be removed and at this point it was obvious that these were no longer working as they should and they would need to be replaced.



Just as I thought all the rust on the car had been repaired another spot was discovered directly beneath the windscreen washer bottle. It had been well disguised with seam sealer and paint but this also needed to be cut out and repaired with metal.

Whilst working on the underside of the car I also cleaned the inner wheel arches and decided to prepare and paint these with stone chip and the same blue finish as the car. I also stone chipped the cills and valences before finishing with the blue paint. Border Automotive in Shrewsbury analysed the colour of the paint and came up with an almost perfect match.

However good the match might be, it is still a just about noticeable difference between the new and the old so I intend to repaint the doors, bonnet and boot lid over the Autumn and Winter.

Whilst moving the car in and out of the unit I had noticed a clunk sound when reversing and so I checked the play in the drive chain. This seemed to me to be less than ideal. There was play in the UJs in the prop shaft, play in the differential and play in the UJs and splines in the half shafts. I ordered new uprated half shafts from PropTech in

Kidderminster and new UJs from Rimmers. .

I ordered new uprated half shafts from PropTech in Kidderminster and new UJs from Rimmers. I removed the prop shaft, half shafts and differential which I took to a TR specialist in Telford. In other words Steve Rhodes!

Steve confirmed that there was play in the differential but such that if I chose to do nothing I could put the diff back in the car as it was. I decided that as the diff as out of the car and now on the bench, it would be good to open it up for an inspection and to adjust the play to reduce it to recommended tolerances. Later, it was confirmed by Steve that the crown wheel and pinion were original and in good condition.

I replaced the UJs in the prop shaft and reinstalled the drive train. The car now drove without the clunk and it seemed like we were good to go with only a few days remaining before we the Group headed off for the Spring Tour in Scotland.

The Dumfries and Galloway tour is the subject of another article but the TR5 made it there and back covering about 950 miles in total. The only issue that we had with the car was a high frequency vibration through the seats of the car at 70mph and above. 65mph and below there was little noticeable vibration.

The opinions on what was the cause of the vibration varied from out of balance prop shaft although some disagreed because prior to replacing the UJs there hadn't been an issue, to defective gear box mounts.

For my part I wondered whether it could be that all the wheels were out of balance. I had these checked by a tyre firm in Dumfries who wouldn't charge me for the work. They found all four wheels out of balance but even so that made no difference.

Upon getting back to Shropshire I tested the gear box mounts with the car on a lift and sure enough the rubber was perished. To repair this the H frame, carpets, tunnel and seats had to be removed.



I replaced this fairly easily.

Upon checking the UJs on the prop shaft I found slight side to side movement in the yokes although there was no rotational movement. This was obviously not right and as I had bought these from Rimmers I would need to get back to them on this.

I obtained new UJs from Fitchetts and upon comparing them with those supplied by Rimmers I found a very slight size difference the Rimmer yokes being smaller hence the small amount of side to side movement. This then was cause of the vibrations! Rimmers to give them some credit refunded the cost of the bearings.

Despite my best efforts I could not insert one of the bearings for reasons that I don't understand. The yoke at one end of the prop shaft was bent out of alignment and whether I did this or it was already like that before I started to fit the bearings I can't now tell. I decided to abandon this and bought a reconditioned prop shaft from Fitchetts. The cost of this was such that had I known I would not have attempted to do this work myself and would have opted for the replacement.

Once the exhaust was off it took 30 minutes to take the prop shaft out and the same to put it back!

After road testing the car and then 650 mile tour to Dorset and back (see separate piece on this) the vibrations are still evident.

On returning to the lift, I found that the rear off side tyre was wobbling slightly. I corrected that and the vibrations are still present.

Next will be rear wheel alignment and proper balancing with the correct fittings.

