

TR STOKE

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SCAN ME



*A TR STOKE Register publication
Uniting 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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..... Group at Weston Park Classic Car show

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My Car History

My TR ownership experience started in June 1990 when I bought an extremely rusty LHD TR6 from TR bitz. Fortunately, I knew a guy who restored vintage car chassis for a living, it was driving this TR6 that pushed me into getting my own.

I had completely rebuilt it in May 91, converted it from RHD and to fuel injection. I needed a source for the PI equipment, and the same guy who rebuilt my chassis also located a 2.5 PI saloon with six months MOT for £500.



The PI was stripped of its injection equipment and an extremely underpowered 30,000 mile 2 ltr engine was sourced from McGuiness's for £80.

The PI turned out to be very solid, when the MOT ran out it only needed a pair of track rod ends and an hour of welding on the front panel for a new MOT. I therefore decided to restore the PI saloon, this was completed by Nov 91 and fitted with the engine out of the TR.

Back in those days there was no free road tax, and I had no money, so the TR was taxed for 6 months of the summer and the PI for the 6 months of winter. I got fed up with revving the 2 ltr until valve bounce set in, so when the end of Sep arrived, I swapped the engine out of the TR into the PI for the winter. This was a revelation, the PI engine that refused to run cleanly except on long motorway journeys ran faultlessly in the saloon, only for its troubles to return the following summer when it was swapped back into the TR.

This was the point I realised the carburettor TR6 fuel tank had no internal baffles like the PI versions, and getting air in the high-pressure fuel system is guaranteed to give poor running. I incorporated a swirl pot before the pump to allow the air to rise out the feed to the pump.

By this time, I had also bought an accident damaged Dolomite Sprint, the crankshaft needed a regrind despite a recent rebuild as some Muppet had used so much silicone sealant during the rebuild it had effectively blocked the oil pump pick up.

While I accumulated the necessary panels for the rebuild, I had a perfectly good sprint engine and gearbox, and since it was winter, I also had a TR6 with no engine. A few hours of head scratching and lots of bits of Ford Cortina exhaust downpipes later I had a new tubular exhaust manifold for the Sprint engine that looped over the cam cover past the battery and joined onto the TR exhaust system.

This was a combination that worked extremely well. The Sprint engine produced just as much power as the PI saloon engine (it was a 132bhp version), was about a hundredweight lighter which got rid of the TR6's usual understeer. It would also regularly do 40mpg on a run compared to the 25-27mpg of the PI engine. It only had one slight drawback, the close ratio gearbox of the Sprint has quite a high 1st gear which made pulling away from rest on a steep hill a bit of a struggle. I fixed this by swapping the 2.9:1 Sprint 1st gear for a 3.3:1 ratio from a big saloon gearbox. By this time, it was 1992. I had built the PI saloon a fresh PI engine (plenty of bits to be found in McGuiness's those days). The Sprint had been rebuilt and all the cars had their own engines back.



APRIL

Weston Park Easter Weekend first car show of 2023.

Another fantastic turn out of cars, with Stoke and Shropshire having 18 cars on the club stand. Really good to see a full range of TR's attending from Early Long door TR'2 right to TR7's.

As ever the event had an amazing amount of diversity having over 500 classic's attend, from vintage to modern day supercars, including motorbike and commercial vehicles. Sunday being the better day this year with a chilly yet dry day, plenty of good Autojumble stores, great arena contributions and all surrounded by the beautiful setting of the park and gardens.



MAY



Drive it Day, saw the group take out a run to the world-famous [Jodrell Bank Observatory](#). The group met up at the glamorous Talke petrol filling station and took a pleasant drive through the Cheshire countryside to arrive at the world leading science research institute, with scientists working at the cutting edge of modern astrophysics and is an Unesco World Heritage Site. The group spend many hours at the site enjoying the wealth of mind-blowing information and seeing first-hand the enormous radio telescope. All in all a great days drive to an out of this world experience.

MAY



As the group was unable to have a May monthly meet up, at Longton Rugby ground (our Monthly Meet up Base) as it doesn't open on bank holidays, and we had 3 bank holidays in May one extra due to the Kings coronation. The group decided on a Peak run drive on May the 8th Bank Holiday. The weather held out and although the turnout was low, those who attended had a pleasant drive through the Peaks and a stop off at Hartington tearoom for some cake, and a lovely meal at The Plough in Endon.

The June met up at Longton Rugby Ground, had a good line up of cars, with a special raffle being held to raise funds for Charlie Ralph (son of Tony Ralph) Ecuador expedition. The Group raised over £100, Many thanks to all who donated.

MAY

Auto Extravaganza, at Norton Green, now a staple event in the Stoke TR Group event calendar, once again didn't disappoint. The weather was glorious, with wonderful line up of cars on display. This great popular local show has a wonderful village fete atmosphere for all the family, with Classic Cars, Classic commercials, Tractors, Motorbikes, Autojumble, crafts, dog show, live music and much more, with funds raised during the event going to the Donna Louise Trust. Karen Kelly once again won Best Veteran 2023 and was in the All-Winners Grand Final, for her much-loved pooch 'Cassie Barker'.



JUNE

The group's Great PotTeRy Show Down held at the world-famous Gladstone pottery museum in Longton – Stoke, had it all. All marques attended from a wonderful TR2 to a golden TR8.

The amazing location, where the Great Pottery Throw down, Peaky blinders and many other documentaries have been used as TV locations, acted as the perfect backdrop for our cars, where the group had been given permission to show off the cars within the inner courtyard of the museum. The glorious day saw some star guest's appearances, in the shape of Chris Mountford's TR3 (not quite finished, but extremely close) and a new group member showing his newly purchased TR6.

The Museum is a fantastic historical working pottery, with a complex of buildings which include the iconic bottle kilns, engine house, slip room and houses an impressive display of decorative Toilets (someone had to make them).

The day also had 'live' entertainment, with a band providing music for all who came and enjoyed this 'Father days' special event. In all the event had 14 cars attend and few other classic in the main car park. I think certainly one for the group to make into a regular venue if Gladstone's are happy to have us back.



My Car History

In Aug 92 TR Bitz were holding an auction at their new premises. They had recently moved, and the bottom had fallen out of the market.

I had always wanted a TR5/TR250 but they were well out of my price range when I bought the TR6. An extremely sad looking TR250 was in the auction, but I had no money, just a credit card with about £1330 of borrowing ability left on it. I did on it anyway and ended up with a winning bid of £1300.

I towed it home with my PI saloon and managed to sell the Sprint for £1600 before the credit card bill arrived!

It turned out that under all the filler (the wing beads had been removed and the gap filled over), and the hand brushed Royal blue paint there was actually a very solid car although it had been whacked both front and rear.

The remaining £300 from the sale of the Sprint was sufficient to rebuild the body and the chassis. Every expense was spared, the differential came from the accident damaged Sprint, (axle was bent), the diff casing came from a knackered PI saloon diff. That diff had done 140,000 miles when I fitted it to the TR, it now has over 250,000 on it.



RHD conversion using a saloon steering rack, LHD dash chopped up and re-welded to suit and the dashboard was made from 2 layers of 5mm plywood glued together and varnished (needs re-varnishing now after 30 years) Wiper motor is Morris 1000 and most of the dash switches and gauges were from the scrapyard.

I didn't want the carburettor engine, so the TR250 engine and box was fitted to my TR6, and the PI engine and all the uprated suspension bits were fitted to the 250 which I then badged as a TR5. I sold the TR6 to finance the rest of the rebuild.

Moving onto about 1997 I happened to come across a Stag engine in bits at the Triumph spares day at Stoneleigh. I was amazed they made as much power as they did as the design of the inlet and exhaust manifolds was appalling. I had considered fitting the 3.9 ltr Rover that was in my Toledo, but it was too wide and too long to fit without major surgery, and the Stag engine uses much the same gearbox as the TR.

The decision was made, a Stag engine was bought and rebuilt. Fitting it was not easy as I wanted tubular manifold which I had to make myself. By this point the TR had become my only car and my daily driver doing about 12,000 miles per year. I wanted something quick and economical; the TR fitted the bill with 165bhp and 27-28mpg.

Roll on 10 years and 70,000 miles and the head gaskets were starting to fail. I bought another Stag engine and rebuilt it with more compression, fast road cams and a more sophisticated version of the fuel injection system that I had been developing. The new engine made 216bhp, fuel consumption was even better (best was 43mpg at a steady 55mpg on the motorway on a 120 mile round trip). The old engine had a new basket set fitted and was fitted to the 216bhp estate I sold last year, still running fine.

About 3 years ago I wanted even more power as the TR was somewhat lacking with 216bhp compared to my MK1 Stag with 246php. Yet another engine was built and after much testing and a new design of the inlet manifold the third engine has 257bhp. My Stag is very close with 256bhp as to also has an updated inlet manifold.



Next project is to refresh the 216bhp engine with my latest upgrades and fit that to my MK2 Stag



Stoneleigh Spares

After many years of discussion Chris Eccleston (Ecco) and myself finally went to Stoneleigh as stallholders in the autojumble section of the show. Covid must have galvanised us either that or the fact that neither of us could get in our respective garages, sheds and in Chris's case, the spare bedroom. There were weeks of preparation that included cleaning and painting of spares, a strategy meeting, decisions on table and stand size, hiring a van or not and booking our place. We hired a van. It was loaded it up on Saturday evening. That was harder than I thought. For some reason I thought that it would just take about an hour to pick it up and get it all loaded up and spares stowed away. We picked the van up at 5pm ish. I think I got home about 9.30pm. Then got up on Sunday at 5.30am and on the road just before 7am with sandwiches, crisps, chocs, Tea and Coffee sorted. We set up with a trellis table and had a small amount of floor space. There was just had enough room for everything and our two seats. We sold enough to cover our costs, and both made a little profit. We saw lots of TR people and made a few new friends. I sold two gear boxes to a French chap. I did come clean and told him I wasn't sure if one of them worked. The price he paid reflected this. He said they can be fixed as there are usually only four or five things that need sorting. He was happy and I was happy. Helen Beresford and her friend were also there doing an auto jumble, so we had back up if we got stuck. At the end of the day Ecco virtually loaded the van back up himself. I was dead on my legs. On the way home we saw Helen at the side of the road, and we stopped to give a hand. Her lashings had come undone. She was fine so we continue home. As an HGV driver, I'm sure she's sorted out much worse. We unloaded my remaining parts, Ecco dropped me off and I collapsed in bed.



It was a long, long, day. I'm glad we did it though. We did have a few laughs and didn't argue too much.

Karen Kelly & Chris Eccleston



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CLUB SHOP



Polo Shirt
£15.00



Gilets
£30.00



Fleece
£25.00



Design will show the TR Stoke club logo (shown above) embroidered.

Caps now available at £15.00
Contact Chris Bailey for orders.



Red = Club Stands Or Club Organised Event
Green = Club nights Black = Planned Events

JUL 28-30

OULTON PARK GOLD CUP

JUL 30

AUDLEM FESTIVAL OF TRANSPORT

JUL 30

MAINWARING ARMS CAR CLUB MEET

JUL 30

CHATSWORTH CLASSIC AND PERFORMANCE SHOW

AUG 5

CROMFORD STEAM RALLY

AUG 5

OULTON PARK EQUIPE RACE SERIES

AUG 7

CLUB NIGHT AT LONGTON RUGBY CLUB

AUG 11-13

TRIUMPH TR AT 70 BATH AND WEST SHOWGROUND SHEPTON MALLET

AUG 12

ASTLE PARK TRACTION ENGINE RALLY CHELFORD

AUG 19-20

TATTON PARK PASSIOFN FOR POWER

AUG 25

SILVERSTONE CLASSIC

AUG 27

CHESHIRE CLASSIC CAR AND MOTORCYCLE SHOW CAPESTHORNE HALL

AUG 27

SHREWSBURY STEAM RALLY AND CLASSIC CAR SHOW

AUG 28

APEDALE VALLEY CLASSIC CARS AND STEAM TRAINS DAY

SEP 3

ARLEY HALL CLASSIC SHOW CHESHIRE

SEP 4

CLUB NIGHT AT LONGTON RUGBY CLUB

SEP 8

GOODWOOD REVIVAL

SEP 9

BIDDULPH CLASSIC VEHICLE SHOW

SEP 9-10

AMERTON RAILWAY ROAD & RAIL FESTIVAL
 (www.amertonrailway.co.uk/road-and-rail)

SEP 10

NORTH WALES CLASSIC CAR AND MOTORCYCLE SHOW BODRYDDAN HALL

SEP 17

TRENTHAM GARDENS CLASSIC AND RETRO SHOW CLUB STAND

SEP 17

SOUTHPORT CLASSIC AND SPEED

SEP 24

MAINWARING ARMS CAR CLUB MEET

SEP/OCT

TBC STOKE GROUP AUTUMN RUN

OCT 2

CLUB NIGHT AT LONGTON RUGBY CLUB

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