



STOKE

AUGUST 2024 | ISSUE 13



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: trstoke1981@gmail.com



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 Tony Ralph, 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:

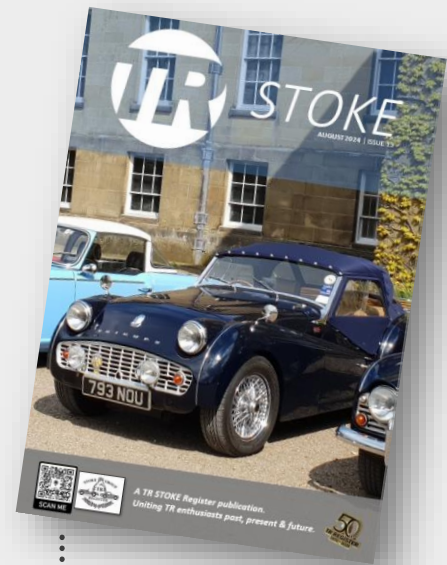
February edition (Mid-January)
August edition (Mid-July)



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:
Drive it Day (Erddig House).

For more information on TR Stoke:

See our Link Tree for full access.

@ <https://linktr.ee/trstoke>



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Why I purchased a TR4

Why rose-tinted glasses led to the purchase of a Triumph TR4

I was over the moon when I passed my driving test in 1982 and overwhelmed when my Mam and older brother scrapped together £50 to surprise me with my first car, a 16-year-old, red, 1968 Mk1 Ford Escort, that became my pride and joy.

As a naïve 18-year-old, I was ill-prepared to maintain a 1968 piece of Ford engineering and in less than two years I'd not only learned how to undertake its routine servicing but battled rust and had even needed to swap out the engine myself.



Despite this car and its Mark II successor being complete rust buckets that needed multiple push starts by friends at college that were continually being stolen, I always looked back at those times with rose-tinted glasses.

As a new graduate trying to build my career in Exhibition Design down South, my priorities had to change, and what I'd learnt faded into a distant memory. Many years later, I still wear those rose-tinted glasses and had a longing to pick up where I left off with what have become classics.

Finally, I was able to take my aspirations of owning a classic seriously and there were only two options that I was willing to entertain.

The Jenson-built Volvo P1800 initially captured my heart with its organic form and a jewel-like dashboard that any Swiss watch company would admire, but it's a cruiser rather than a sports car, and I wanted to own something that would be lively to drive and bring a smile to my face every time I drove it.

Few cars move me like a Triumph TR4 and once I got behind the wheel of one, I found myself grinning from ear to ear. Its simple engineering, bullet-proof engine, lively drive, and stunning views from any angle had me hooked.

After almost 40 years of owning modern cars and faded technical knowledge, I opted to play it safe and turn to a dealer for my first and current TR4. 551 XPJ was originally in Spa White when bought in Wimbledon back in 1962, before it was restored in the late 90's and painted in its current Royal Blue.

Although this is my first Triumph and my first TR4, I'm hooked and adore it. I'm looking forward to spending many a day bringing it back to its former glory although it will still need to take a back seat until I retire in a couple of years and leave my hectic work life behind. In the meantime, I'm hoping to grow my knowledge and confidence to become much more self-reliant in maintaining it.



APRIL

Weston Park Easter Classic Car Show first car show of 2024.

Four cars from the group drove down from Stoke to Weston Park (Telford) on what turned out to be a very pleasant drive in the sun.

The group met up with the Shropshire group on the TR Stand, where in all some 19 cars had assembled spanning the entire range of TRs from the TR2 to the TR8. The show itself having some 500 cars attend the cold but dry field with a vast array of vehicles from vintage to modern classic including commercial. The whole day was entertaining interesting and with much interest from the public in the TR marques. We also appreciated Shropshire group for setting up the pitch and making us feel so welcome.



APRIL



Drive it Day, saw 7 TR Stoke cars out in Wales on what turned out to be a lovely dry spring day. We met up at the Midway Truck Stop (Whitchurch), had a very healthy breakfast and drove over the border into Wales to Wrexham where we stopped at the wonderful Erddig House & gardens, where we were made very welcome by letting us to park in front of the house, then we had a lovely drive up Horseshoe pass stopped at the infamous Ponderosa Café for coffee and cake, then back through Llangollen and into England for a lovely pub lunch at the Chetwode Arms. Many thanks to all that came along, it was a great day out in great company.

May



Gawsworth Hall, we a handful of cars took the lovely drive over to Gawsworth Hall Classic Car Show (Congleton) to meet up with the Red Rose group, where the stand had well over 20 TRs, and it was nice to chat with other TR enthusiasts from another group (many thanks for having us). The venue was outstanding, and the variety of cars was amazing, with many pre-war cars from the 30's, right up to very modern Porsches. The black and white Hall, built in 1480, houses some fine paintings, furniture, sculpture, and stained glass, making a very beautiful backdrop for the event and an interesting placement of cars around the impressive ancient rookery and gardens. (well worth the £5 entry fee).

MAY

Norton Green auto extravaganza, the Heakley Farm Norton Green show run by the Leek rotary club once again put on a fabulous event, the weather was glorious, with the live music and atmosphere making this show one of the best shows around. The family friendly show gets bigger and bigger every year, this year being its 10th anniversary. The group had 12 cars attend with the show having a huge array of vehicles from steam, commercials heavy vehicles, Tractors, Vintage, Military, auto jumble and much more. All funds raised on the day going to local charities. A wonderful show and will be looking forward to next year's show.



JUNE

Tatton Park, the group met up at the Legs of Man pub at Archid near Congleton for a pleasant drive to Knutsford for the Classic & Performance car spectacular at the lovely Tatton Park. The Red Rose Group kindly let us crash there stand, where once again Red Rose put on a fantastic pitch having over 25 cars (thanks for making us so welcome). The show itself was outstanding with over 1000 vehicles in attendance, with ranges of vehicles from the early 30's right up to modern supercars. There were plenty of Autotrader's and activities throughout the day. It also helped with the weather being on our side for once, look forward to attending this show again some time.



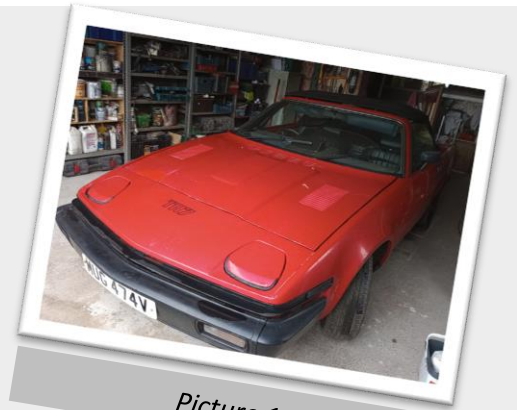
JUNE

Inter-Club International Weekend – Wow what a weekend, hundreds of TR's as far as you could see, with many groups camping at the event. TR Stoke pitched up with TR Shropshire to take in the full weekend, with some members also driving down for the day on Saturday. With the weather on our side there was so much to see and do. The event back at the stunning Three counties Showground, Malvern saw many other clubs join the weekend, such as Club Triumph, Triumph Sports Six Club, MG's, Jaguar's, Morgan's, Riley's and many more. It had a great Trade Zone with Autojumbles, specialist traders, indoors exhibitions, Parts & tools and an excellent 'Bring & Buy' sale. Throughout the weekend there was a constant 'live' arena with parades of vehicles. The event hosted 'live' music a great food court and a well-stocked bar. In all a fantastic event which we look forward to the joining the next one.



TR7 Rebuild

I've had a few classic cars in the past, including a Series 3 Land Rover, a 1966 Ford Thunderbird, a Riley Kestrel and too many kit cars to even try to remember. A recurring theme has been my love of the V8 sound. Two of the kit cars had Rover V8s, the T-Bird was, of course, a V8 and my Land Rover was always going to have a V8 fitted but a house restoration got in the way. When I had a bit more time on my hands, I looked for a project which had three criteria. It must be a convertible, must be a V8 and must not need very much work. This led me to my TR7 DHC, converted to V8 which I found on Ebay at a very reasonable price. I went to look at it and it seemed to fit the criteria and inevitably I bought it on the spot (pic1: TR7 as bought).



Picture 1



Picture 2

After I took delivery, the intention was to drive it for a few weeks in order to find out what needed doing to it. A closer inspection led me to philosophically accept Meat Loaf's advice and realise that "two out of three ain't bad". It was going to require more than a few quick fixes including a complete rewire, removal of several areas of 'structural' filler, lots of reversal of the PO's attempts at fixing it and more welding than I wanted to do whilst lying underneath it.

The first step was to strip it down to a bare shell, bagging and labelling everything and trying to remember to take photographs of areas which might be useful later. This done I acquired a rotisserie which is something that I cannot recommend highly enough. (pic2: TR7 rotisserie) There were several weeks of welding and associated bodywork to do, and this piece of kit makes it easy. There are not many pictures of what I needed to weld but a good example of the approach taken is with the nearside door where the frame had rotted out at the bottom all the way from the front to the back. I could have bought another door or reframed and skinned the one I had but that is not my style, so I cut out all the rotten frame and peeled back the lower edge of the door skin to allow the introduction of a couple of pieces of steel to replace the rotten portion of the frame. I then used PU sealer to stick the new steel to the outer door skin and tapped the door skin edge back down, holding the



Picture 3

pieces in place with self-tappers ready to be plug welded to the frame when the sealer is set. (pic3: Photo door 1) The screws are removed and more plug welding finishes the structure. (pic4: photo door 2) A little grinding flat, some filler and elbow grease and the door is serviceable again with minimal cash outlay. (pic5: photo door 3) This is basically the process used all over the body where possible, the only new panel being bought was a cover sill.



Picture 4

(Continues on page 6



TR7 Rebuild



Picture 5

In my experience a project goes through three stages

1. Wow! it's a bargain.
2. Good grief! It's not worth the money. What have I done? It's going to take forever!
3. OK, I paid about the right price, and it'll keep me occupied for a good while.

I am now well into stage 3, There's a bit more filler to put on to smooth things out, then I'm going to spray it using cellulose for easy future repairs.

The next stage will be the wiring, notoriously bad on TR7s apparently, and butchered heavily by the previous owner trying to fix it. It's perhaps a good thing that I used to be an electrician.

Scan our QR Code for full access to all TR Stoke information. @ <https://linktr.ee/trstoke>



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 Dave Lewis for orders.



Follow us on Facebook

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



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For more information on TR Stoke:

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Karen Kelly (Group Secretary) Tel: 07835510782 email: trstoke1981@gmail.com

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Tel: 01235 818866 Fax: 01235 818867 e-mail: office@tr-register.co.uk www.tr-register.co.uk



Red = Club Stands Or Club Organised Event

Green = Club nights Black = Planned Events

JULY 1

JULY 11-14

JULY 14

JULY 14

JULY 21

JULY 21

JULY 21

JULY 28

JULY 26-28

AUG 4

AUG 5

AUG 10

AUG 10-11

AUG 14

AUG 15

AUG 17-18

AUG 23-25

AUG 25-26

AUG 26

SEP 2

SEP 6-8

SEP 8

SEP 8

SEP 14

SEP 14-15

SEP 15

OCT 6

OCT 7

OCT 13

OCT 13

NOV 4

DEC 2

DEC 8

CLUB NIGHT AT LONGTON RUGBY CLUB

GOODWOOD FESTIVAL OF SPEED ([Details](#))

BMC AND LEYLAND (BRITISH MOTOR MUSEUM – GAYDON) ([Details](#))

WESTON PARK CLASSIC CAR SHOW AND AUTOJUMBLE

WEM VEHICLES OF INTEREST ([Details](#))

CHESHIRE CLASSIC CAR SHOW CAPESTHORNE HALL ([Details](#))

SHELSLEY WALSH CLASSIC NOSTALGIA ([Details](#))

NORTH WALES CLASSIC CAR SHOW BODRYDDAN HALL ([Details](#))

OULTON PARK GOLD CUP ([Details](#)) PIN 9737 (need to register an user account)

CUAN WILDLIFE RESCUE CLASSIC CAR AND CRAFT FAIR ([Details](#))

CLUB NIGHT AT LONGTON RUGBY CLUB

ASTLE PARK TRACTION ENGINE RALLY CHELFORD

BANGERS AND CASH LIVE SCAMPTON HALL MALTON, NORTH YORKSHIRE.

CLASSIC CAR MEET TERN HILL ([Details](#)) - Wednesday evening event 6pm-9pm.

BRITISH MOTOR SHOW FARNBOROUGH ([Details](#))

TATTON PARK PASSION FOR POWER ([Details](#))

SILVERSTONE CLASSIC ([Details](#))

CLASSIC CAR AND MOTORCYCLE SHOW CAPESTHORNE HALL ([Details](#))

APEDALE VALLEY CLASSIC CARS AND STEAM TRAINS DAY ([Details](#))

CLUB NIGHT AT LONGTON RUGBY CLUB

GOODWOOD REVIVAL ([Details](#))

STANDARD TRIUMPH AT GREAT BRITISH CAR JOURNEY ([Details](#))

FESTIVAL OF 1000 CLASSIC CARS – CHOLMONDELEY CASTLE ([Details](#))

BIDDULPH CLASSIC VEHICLE SHOW ([Details](#))

NORTH RODE RALLY ([Details](#))

CLASSIC AND RETRO SHOW TRENTHAM GARDENS ([Details](#))

FOXFIELD STEAM RAILWAY CLASSIC CAR AND VINTAGE RALLY ([Details](#))

CLUB NIGHT AT LONGTON RUGBY CLUB

STOKE GROUP DRIVE IT DAY RAF COSFORD ([Details](#))

STOKE GROUP DRIVE IT DAY NATIONAL ARBORETUM ([Details](#))

CLUB NIGHT AT LONGTON RUGBY CLUB

CLUB NIGHT AT LONGTON RUGBY CLUB

STOKE GROUP CHRISTMAS MEAL (The Wharf Goldstone)

FOR MORE INFO CALL

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Don't forget the website on the TR Register site and Facebook search TR.Register.Stoke.Group

