

# TR SPARES DEVELOPMENT FUND



## Preserving the marque and keeping TRs on the road

### MAY 2022

2020 and 2021 have been years which most of us may wish to forget. However, the SDF has not been idle!

#### TR4A Cylinder Head 511695

This was and remains by far the largest of our projects, and, with more than 800 having been sold by Moss, has ensured that many of the 4-pot TRs which otherwise would have been abandoned or scrapped are up and running (or being re-built). Definitely upholding the SDF's guiding principles: **Preserving the marque and keeping TRs on the road.**

#### Crankshaft for 4-cylinder, wet-liner engine 301815

Following the successful proving of the prototypes, Moss is having the basic machining undertaken in India, but the machining for bearings, oilways etc. is being undertaken in the UK to the engineering data – this will ensure that the finished article will be of the same quality as the cranks produced by Triumph from the 1950s onwards. Three cranks were successfully completed in 2019, and Moss ordered a batch of 50, of which a number are awaiting final machining in the UK – hence listed currently as on Back Order at Moss.

#### TR7 & TR7V8 Collapsible Spacer UKC979

The SDF managed to obtain a good, used specimen, identified the material and, in conjunction with Rimmers, found a company which was able to reproduce the part, which will shortly be on sale from Rimmers..

Rimmers have now received the first batch of different ratios for the TR7/8 rear axle, and the collapsible spacer is part of that development. Rimmers are also investigating the “shimming” options when rebuilding the differentials for whatever reason.

#### Early TR2 Thermostat Housing

Production was limited to 50 units, and these went on sale as Part Number 201522KIT from Pete and Tom Cox at Pete Cox Sportscars., and are available.

Website: [petecoxsportscars.co.uk](http://petecoxsportscars.co.uk)

email: [enquiry@petecoxsportscars.co.uk](mailto:enquiry@petecoxsportscars.co.uk)

#### Early TR2 Rear Lamp bezel

The small batch of sets (pairs) of the Chrome Bezels 572249 were sold rapidly and were despatched to America, Italy, New Zealand and the UK.

#### TR4 Left-hand lower crash pad grab rail 805757/808732

This refers to Part 805757 (pad, crash assembly, fascia bottom, LH, RH steering!) fitted at the base of the dashboard on right-hand drive TR4s, and has long been unobtainable. The SDF obtained a pristine original and is working with a major UK supplier in reverse engineering the product. A second item was despatched across to the USA to a company interested in investigating remanufacture, but

the sample received was not acceptable, was returned and a response is overdue – perhaps the well-known *get up and go* of the Americans just went!

### **TR7 & TR7V8 Body Panels**

The SDF has worked with the TR Drivers Club and Ex-Pressed Steel in order to guarantee the sale of a batch of 10 front assembly panels WKC4077, this being the part which incorporates the holes for the lamps, comprises two pressings, and is one of the first parts of the car to rot away &/or be damaged. Despite the difficulties with which companies have had to contend in 2020, Ex-Pressed Steel completed the batch as promised in December; eight were sold immediately and it seems that all will have been sold in the very near future. The successful sale of the whole batch means that TRDC can plan the next project, which will likely be a repair section for a wing – another part which rots nicely!

### **Reveal Moulding for early TR2 603177**

Thanks to the generosity of Irishman John Reilly, the SDF was gifted a used 603177 and is investigating the possibility of reproducing this rather odd and unwieldy item. As it happens, Ian Gibson's TR2 has always had this moulding, which should be helpful. Roger Hogarth enjoys a challenge and is experimenting with possible methods of production in very small quantity, but there might not be a result!

### **Small Tenax fasteners**

From time to time, the SDF has investigated other unobtainable parts, including the **small** Tenax fasteners found on the sidescreen TRs – the larger Tenax are obtainable and are used nowadays on Morgans (well, of course!). Ian Gibson investigated fasteners by LOXX, a German company, to see whether some products could be used as an alternative, but came to the conclusion that owners would not accept such a substitute, so the project has been abandoned..

### **Steel Wheels**

Supplies of 4½J and 5J steel wheels in good condition for TR2 to TR5 seem to be running low, and especially as far as the competition-minded members are concerned. Ian Brown and Tony Sheach approached Weller, makers of the TR6 wheels, and its parent company AE Oscroft, but drew a blank. Subsequently, one of the major and well-known TR suppliers was approached and it is hoped that batch production may be arranged at some future date, most probably once MG steel wheels have been produced.

### **TR2/3 Rear Aprons**

Although new panels are available from Bastuck, investigation is underway with a UK supplier into the feasibility of providing repair sections in order to achieve accurate fit.

The project was initiated with Stuart Edwards at The Watermill Carriage Company, but later terminated, in line with SDF policy, when it was discovered that such panels were available from Rimmers, albeit of different quality.

### **Alannid's Cave**

The panels which the SDF acquired from John Sykes, Richard Wray, Tony Sheach and eBay, which had been stored temporarily in Ian Brown's and Roger Hogarth's garages, have been moved to a permanent and secure home.

The three second-hand steel cabinets which the SDF purchased years ago to house the collection at Didcot, have been collected so that the SDF may make use of them.

John Reilly, who lives in Eire and owns an early TR2, offered the SDF free of charge a Reveal Moulding 603177 for an early TR2 – a generous gift.

Ian Gibson, who has a considerable collection of mostly Triumph cars and spare parts, discovered some original TR4 parts, and offered them to the SDF. They were valued by Tony Sheach and these have been acquired:

- 904120 TR4A radiator grille (in its factory packing)
- 850618 TR4 upper front valance
- 566601 TR4 rear seat pan (also fits TR4A/5/6)

In order to preserve the steel panels, the SDF has purchased a kit of Lanoguard, together with very strong Tyvek labels and cable ties. We have yet to commence the work of treating the panels –likely to be a rather messy business!

### **SDF Treasurer & Bank Account**

Julian Garrett has been in post now for two years and is proving a very useful member of the team. Like the majority of the members of the SDF's committee and advisers, he owns a TR4 – sensible fellow!

### **TRSDf Website trsdf.uk**

A great deal of effort has gone into creating, populating and maintaining our website. We owe a deep debt of gratitude to Darren Cummings who offered to mastermind the whole activity, and is maintaining the site on a day-to-day basis. In addition, Darren has been spreading the word through various other media such as Facebook.

Please keep an eye on this website, for it is where you will find the latest news of the SDF's activities.

To complement the website, the SDF has an **email address: info@trsdf.uk** which can be used to contact members of the SDF's Committee, to raise queries and to pass on information. Darren monitors incoming mail on a daily basis, and forwards where necessary.

### **Parts Quality Initiative**

Just a reminder that, in the first instance, the online PQI Report form on the SDF's website should be completed:

**<https://www.trsdof.uk/projects#PQIIntroduction>**

The form asks questions relating to what an owner has already undertaken with the supplier as well as specific questions relating to product issues. The forms are collated and patterns amongst the responses identified for action.

A number of investigations were undertaken in the last 12 months, the first being in relation to the quality of the hook in the bonnet release mechanism used on TR4-TR6, a submission initiated by a combination of user errors. There are two reproduction versions, neither matching the original in design or material construction. One version is somewhat less sturdy, but, following discussions, the supplier has agreed to modify the design for the future, although existing stock will have to be sold first

The TR2 bonnet double latch is being beautifully and faithfully recreated by Russell Church (YOW500 on the Forum), please see separate report at the end of this document.

### **TR6 Fuel Hose - PRV to Metering Unit – 214890**

In May last year, 2021, Inge Jonnson submitted a report of a failure of the above hose, this was on behalf of his friend Matz Anderson.

The failure was reported to the supplier, Rimmers, and an alternative stainless steel braided item was supplied which has solved any leakage/burst problem. Photographs of the failure were provided and, due to the safety nature of the issue the PQI team followed the issue up with Rimmers.

The failed item was returned to Rimmers for onward return to their suppliers, and the information below was duly reported back.....



*“Further to our telephone call and having read the various comments on the forum I would like to clarify some points:*

*The hose in question is manufactured using Aeroquip (Eaton) FBN0600 hose which as an assembly has a working pressure of 250psi and is rated as having a burst pressure of 1000psi. This is as an assembly when using the correct “socketless” fittings that are designed for it.*

*It is a clever design that allows the customer to assemble the hoses without the use of a swaging machine or the use of clips. The barbs on the fitting are designed to dig into the hose as the pressure increases, and the weave of the hose is designed to pull down on to the barbs as the pressure increases.*

*Although Aeroquip rate this hose as complying with SAE 100 R6, they also state it for use with oil up to 150C and rate the hose as “Good” with regards to compatibility with E15 fuel, making it an extremely versatile and widely used hose in the automotive industry.*

*For E85, if the fuel is left sitting in the hose, it will dry out the tube. It would have to be drained and flushed between uses.*

*For peace of mind, for those who simply do not trust the lack of a visible fastening, the hose can be used with a narrow band clamp positioned between the barbs, if a clip is positioned directly over the barb it is likely to cut through the hose and cause a failure.*

*We have just pressure tested one of the TT214890 hoses and we reached 1600psi before it failed, well in excess of what we expect the hose to withstand in most automotive applications.”*

At the time of writing, Rimmers are awaiting a detailed report on the failure from the supplier. Since this failure, there have been no further problems notified with this part, however it is still held as a “red flag” on Rimmers’ system until the detailed feedback from the supplier is received.

### **TR3/3/3A Rear Wing to Chassis Stay**

This item, part number 601937, is a simple flat strip with attachment holes at the ends and the centre has a stiffening ridge pressed down its length.

The item supplied did not have the stiffening ridge thus making it quite useless. The stiffener was returned to the supplier where they found that all the stock was of a similar nature. The stock was removed from sale.

## **AFFILIATED PROJECTS**

### **Early TR2 bonnet catches**

In the restoration of his own early car, which is fitted with dual bonnet catches, Russell Church made several sets of the catches for other owners in a similar situation. Elsewhere on the website you can read how Russell’s efforts were appreciated by one of our Italian members



### **TR Dove Seals**

Tom Pringle (son of Alec & Diane) is having the roof to body seals remanufactured in order to further his own restoration. Tom is intending to satisfy replacements for a good number of the 40 cars known to exist. Once Tom has seals to hand, we’ll publish contact details.

### **Alloy Surrey Frames:-**

Ben Ferguson (Revival Motorsport) embarked on a project to remanufacture alloy Surrey frames to OE specification. Details of his efforts are reported elsewhere on our website.

The first production batch of 20 has now been received and six frames have been fully assembled.



### **The SDF's Committee & Advisers**

Following the collaboration with the TR Drivers Club over the TR7 Front Panel, we decided to invite John Clancy to join us as an Adviser – an invitation which we are glad to report that he accepted.

**The Committee:** Ian Cornish (Chairman), Ian Gibson, Ian Brown, Julian Garrett (Treasurer), Roger Hogarth.

**Advisers:** Alan Graham, Pete Cox, Tony Sheach, John Clancy, Dave Gibson.

**Website:** Darren Cummings

### **Forward into 2022**

With the majority of the UK's populace now vaccinated against the pernicious COVID-19, which has caused such devastation to the economy, education and so many lives, I would like to end this newsletter on a positive note.

The SDF has a strong and truly united management – where there are differences of opinion, these are discussed in an open and polite manner, with decisions being accepted by all.

The SDF is ever alert and is active - often unnoticed - and has achieved a great deal, even in the last difficult couple of years. The SDF has excellent relations with suppliers to the TR community – and this is vital for the way the SDF operates.

As Chairman, and on your behalf, I want to thank all members of the Committee, our advisers and Darren for their excellent efforts, and wish each of you – our members - an improving life in 2022, with the hope that the gathering at Stafford in August will prove to be as successful as last year's splendid effort at Malvern.

### **Ian Cornish**

If you receive this Report by post, it is because the SDF has no email address for you. However, if you do have an email address, please notify us by sending a message to [info@trsdf.uk](mailto:info@trsdf.uk). Owing to its Data Protection policy, the TR Register no longer notifies the SDF of changes, such as postal & email address, contact phone numbers etc., so please remember to notify the SDF as well as the TR Register of any such changes.