

**Lincolnshire Automobile Club  
Magazine September 2024**



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## Chairman's Letter

Welcome to LAC magazine issue No 37. A busy summer season is in full swing with a packed program of events, July included East Kirkby, Stickney, the Wolds Railway Picnic and a Club Drive it day, August has provided our Annual Show, a coffee morning at Fulstow and the Boston CCC show. The common factors at all have been Brian's expertise and enthusiasm in organising these events for us and the good attendance from members. We hope we can repeat our successes in 2025 and perhaps add a few new venues for all to try out.

The monthly set meetings at The Rock and Heneage are now well established and provide the core structure for all the clubs activities.

Membership number remains in the mid 90s, some new members, some leaving us. It would be nice to reach that magic 100 this year, fingers crossed. Facebook membership continues to grow at a pace with over 750 members, they don't however translate into new membership.

In all a thriving club scene, long may it continue.

## Events Summary

<b>September</b>	Sun 1st	Heneage Coffee Morning
	Sun 8th	Minting Village Classic Car Show
	Sat 14th	Grasby
	Sat 21st/Sun 22nd	Motorbike races Greenfield Dirt Track
	Wed 25th	Rock Foundation Café
	F/S/S 27/28/29	Norfolk Group Tour

First up our monthly meeting at the **Heneage** on Sunday 1st, the first for two months due to cancellation caused by the Annual Show. Great opportunity for a drive out in the classic or modern to catch up with friends old and new. Breakfasts come highly recommended

The following Sunday 8th is the **Minting Classic Car Show**, always well attended by LAC members, nice venue lots to see, to book contact Gary at [garygrysa@gmail.com](mailto:garygrysa@gmail.com) or tel. 07989064055. Sadly they specify pre 1980s only.

Next is a show with a difference, the **Grasby Show** on Saturday 14th is village based with villagers opening their driveways to accommodate our cars. An opportunity to meet new people and take part in a community event. The village Hall is the central focus with stalls, food vans and ice cream. This year LAC are taking the opportunity to have a gazebo and stall at the Village Hall, come and visit, extra chairs provided. Entry forms available just contact me at [alanclassiccars@yahoo.com](mailto:alanclassiccars@yahoo.com).

**Motor Bike Grass Tracking** is next on the agenda, a two day meeting. Held at Greenfield dirt Track, Alford, LN13 0EB on 21st and 22nd. Riders from all over Europe taking part, food vans, trader stalls and attractions for the kids, lots to do. Please contact Paul O'Keefe to book

**Rock Foundation Café** this month is on Wednesday 25th, good food, good company and great views, what could possibly go wrong.

Final event is the grand **Tour of Norfolk**, four days based at Cromer at the end of the month, itinerary to be posted out to those booked shortly.

## Jaguar E Type (1961 to 1975)



### Introduction

The early 1960s were a busy period for Jaguar Cars, with the saloon and sports car range selling well they were outgrowing their Coventry works. There followed a number of acquisitions most notably the purchase of Daimler from BSA for £3.5 million including the Daimler Radford works.

Jaguar were set for expansion and the introduction of new models. The first model of this new era was announced in March 1961, it was the E Type Jaguar setting world standards for production sports cars, they offered refinement, performance, looks, quality and value that was unrivalled anywhere.

### Series 1

The E type was introduced at the Geneva Motor Show in March 1961, it was available as a fixed head coupe or an open 2 seater convertible (roadster). A monocoque body structure was used rather than separate chassis construction used on the earlier XK120 to XK150 sports models

improving power to weight ratio. A triangulated subframe was used at the front incorporating engine mounts and the front suspension which was independent with a wishbone and torsion bar arrangement. Rear suspension was also independent using twin coil springs with a lower tubular link. Brakes were servo assisted discs all round, steering was by rack and pinion. In all state of the art running gear for a high performance sports car at that time.



The engine was the well proven XK engine, it was a 3.8 litre unit straight six developing 265bhp using triple SU carburettors, enough to propel the early specially assembled press cars to 150 mph and a 0 to 60 time of 7.1 seconds. The gearbox was four speed with synchromesh on the top three gears, it was however considered a little “agricultural” in operation a function of the power and torque it had to transmit, an improved box was in development.

Internally seats were plain leather bucket seats, full carpeting, flat floor and comprehensive instrumentation set in an aluminium dash panel completing the set up. Externally there was of course the one piece bonnet hinged from a front support bar giving excellent access to the engine and ancillaries. The coupe had a small one piece opening door to give access to the load bay providing an element of practicality.

Improvements in specification came along very quickly (after the first 500 cars), the flat floor of the early cars was replaced by a recessed floor giving more space in the cockpit, bonnet release catches were moved to the inside of the car, a self



adjusting handbrake mechanism was introduced and rear brake discs increased in thickness.

The next major change to specification came in October 1964 when the 3.8 litre was replaced by a 4.2 litre engine, power output remained the same but engine torque increased by an 18% margin. In conjunction with the engine uprate carburation was now by twin SU carb with twin SU fuel pumps supplying the petrol. Other uprates included an alternator, a switch to negative earth, an improved brake servo and improved seats.

Significant changes were also made to gearbox and final drive. The old Moss gearbox was replaced by a Jaguar designed all synchromesh box and the rear axle ratio was raised from 3.31:1 to 3.07:1 to take advantage of the improved torque of the engine resulting in improved cruising refinement.

In March 1966 a third variation of the E Type was introduced, the 2+2 Fixed Head Coupe, the wheelbase was increased from 8ft to 8ft 5inches, longer front doors were used and a raised roof line, this allowed the provision of two small rear seats, in practice only suitable for small children, folded down however they provided added luggage space accessed through the rear door. Available only as a coupe it was a move to provide a grand tourer option to the range. A wide ratio gearbox was provided as standard and automatic transmission was available as an extra cost option.

The final significant changes to the series one cars occurred in late 1967, the distinctive triplex headlamp covers were deleted, a new dash was introduced in black rather than aluminium, switches were now the rocker type as used across the Jaguar range, key starting was now provided and a new design cross flow radiator with twin cooling fans was installed.

Due to the changed appearance as a result of the headlight changes these cars were retrospectively referred to by enthusiasts as series 1.5 E types. They were destined to be short lived in October 1968 Series 2 cars became available.

The Series 1 had been available for seven years, during that time 38,412 cars were produced, 17,375 were roadsters, 15,439 fixed head Coupes and 5,598 2+2 Coupes.

## Series 2

The modifications differentiating series 2 from series 1 cars came about in response to American Safety regulations. The three car range continued as before with the 4.2 XK engine but with the following changes. Larger raised bumpers were fitted, the open headlights first seen on the series 1.5 were brought forward 2 inches, larger side lamps and indicators were introduced and moved to the underside of the bumpers, twin reversing lights were now standard and power steering became an optional extra.



During the three year lifespan of the S2 cars a number of improvements were introduced, these included new camshafts, a steering lock, gas filled bonnet stay, arm rests on the doors and a disc wheels option. The series 2 was superseded in 1971 with the advent of E types using a new 5.3 litre V12 engine. The series 2 cars were produced for 3 years, total production number was 18,808, 8,627 were roadsters, 4,855 Coupes and 5,326 2+2 Coupes.

## Series 3

For series 3 the range was reduced to just two cars, a fixed head coupe and open roadster, both the remaining cars used the long wheelbase arrangement of the 2+2 that debuted in 1966, this allowed the provision of small rear seats and improved storage space on both cars. Body changes distinguishing the new cars included a larger distinctive chrome grill and flared wheel arches to accommodate wider steel wheels and tyres. The headline news for this car was the V12 engine, it was a 5.3 litre engine with single overhead camshafts per cylinder bank developing 272 bhp with an emphasis on effortless torque and smooth power delivery.



A series 3 was tested by Motor in July 1973, they found a top speed of 143 mph, a 0-60 time of 7.2 seconds and a fuel consumption of 16mpg. Top speed and acceleration were in the same order as the original cars back in 1961, explained by the increase in weight over the years. The series 3 was 22% heavier, the V12s were not about out and out performance they were all about smooth power delivery and refinement. Along with the engine



upgrade came uprated brakes and power steering as standard, options now included automatic gearbox, wire wheels and air conditioning.

The series 3 was not an overwhelming success, the petrol crisis of 1973 affected sales in both the home and the all important American market. The coupe was discontinued in late 1973, the roadster continuing until early 1975. Over its 4 year lifespan total production was 15,287, 7,990 roadsters and 7,297 (2+2) coupes.

## Conclusions

An iconic car that set the standard for sportscars in the early 1960s, using the concept of the late 50s Le Mans winning race cars and the XK engine in 265 bhp form produced a car with a combination of exceptional beauty, high performance, usability and competitive pricing. Desirable in 1961 and still turning heads in the present day.

In total 72,507 E types were produced with around 12,330 home market cars and 60,177 cars exported to the USA (83% of production). Clearly from these figures the importance of the USA market was considerable and explains the development path taken by Jaguar, the changes resulting in series 1.5 and 2 cars were driven directly by USA legislation. The series 3 cars with V12 and long wheelbase were the answer to a perceived USA market requirement for a grand tourer rather than a pure sportscar.

Values are dependent on rarity and desirability, the very early cars with flat floor and a very small number of Series 3 cars with the XK engine fall into the rarity category and therefore command a price premium. Returning to the mainstream 4.2 cars with all synchro box are preferred to the 3.8 cars. Roadsters are preferred to the coupes with the 2+2 the cheapest of the 4.2 cars. The lowest prices are found amongst series 3 cars, the heavy fuel consumption the loss of some purity of line and engine complexity counting against them.

Prices are difficult to gauge and vary greatly on condition, mileage, private sale, auction or dealer and history, a starting point is circa 40,000 for Series 3 coupes,. A fully restored low mileage series 1 or 2 roadster will cost well over £100,000. Happy hunting, buyer be very aware, get a professional appraisal before buying. If you are looking to purchase one may I wish you good luck, if you already own one I have no words just an overwhelming feeling of envy. Use and enjoy they are an exceedingly beautiful automobile.

# Marjories French Adventure 2024

## Day 1 - Leaving Home

5am Thursday June 28<sup>th</sup> saw “Madame Marjorie Deauville-Deux Chevaux” (and me) up and at ‘em and we rolled in a south westerly direction aiming for Newhaven and a midnight ferry to Dieppe, Normandy. Both in fine fettle; Alford, Spilsby, Boston, Fosdyke and Wisbech all flew past, and we ended up in Ely for breakfast. The market was just opening and a welcome Full English was soon despatched before hitting Newmarket, whizzing through Haverhill, Thaxted, Great Dunmow, Chipping Ongar and Brentwood before hitting our first dual carriageway of the day, the A13. 3 miles later at Thurrock (in a former life Thurrock Services were my nemesis) a left turn took us up and over Queen Elizabeth Bridge i.e. the Dartford Crossing, (don’t forget to either book or pay within 24 hours), quite a terrifying experience looking down whilst being terrorised by fleets of artics on all sides! Straight off at Junction 1B of the M25 and away from the boring motorway, (Marjorie doesn’t do motorways).

Otford, Sevenoaks, (Royal) Tunbridge Wells, Cross in Hand, POOH CORNER and a myriad of villages and onto the A26 at the Lewes Tunnel then a quick whizz down into Newhaven (not most picturesque part of the south coast, it’s fair to say that if it wasn’t for DFDS ferries then the town would be shut and left to slowly erode in the English Channel). 9 hours after leaving Mablethorpe we had reached our destination; “that’ll do Marjorie”.

Being just a little early I thought that I’d be able to perhaps to “bump up” onto the three o’clock crossing? “Not a chance” said the customer services lady “you being a Yorkshireman won’t want to spend an extra eighty eight quid will you?” Turned out she was from Lancashire, I could tell from her distinctive Blackburn twang, and after a bit of banter and not wanting to kick off The War of the Roses II, I declined her generous offer! I retreated to Fort Newhaven in the shadow of the chalk cliffs, slid into the bed section of my micro-camper and promptly fell asleep until 6.30pm. A disgusting meal in Brewers Fayre, refuelled Marjorie at next door Sainsbury’s then back port side and check in. I’m glad that I’d waited.

Before long I was joined by a 1926 Alvis open sports, a 1936 Austin 10, a Rover 100, several Austin 7's, a Bullnose Morris and 45 old tractors, 2 Sentinel steam wagons, a Foden Steam Roller and several "living vans". (Fred Dibnah would have been proud). They were off to a vintage tractor meet 40 miles south of Dieppe. (Their owners looked more like that they were off to a "Wurzels Appreciation Society Convention"). Anyroad up, the atmosphere was charged with bonhomie, we had a sing song accompanied by a Wurzel playing his piano accordion, after a few choruses of "Jerusalem" and "Rule Britannia" we were approached by a Frenchman in a uniform who politely told us that we could not board his vessel until we had put the fires out on the steamers, (he was the captain!). Much grumbling from the Wurzels and the fires were damped down and tow chains attached, only then could we go onboard. A mad rush for the couchettes ensued and my last memory of Day One was:



"Bing Bong, this is a passenger service announcement.....WILL THE MAN IN THE TOP HAT AND WELLINGTON BOOTS PLEASE STOP PLAYING HIS PIANO ACCORDIAN OTHER PASSENGERS WISH TO SLEEP!"

## Day 2 - The Long Haul South

Another 5am start, off the ferry and away into the dawn, reminding myself to now drive with my bum in the gutter as we were "abroad". Sat nag set to avoiding tolls and motorways and to avoiding Rouen (as we hadn't paid for a 'Crit Air' certificate'), plenty of "wrong way around the roundabout" practice and we arrived by the Seine at Caubec en Caux for an early breakfast at 7.30am. A quick croissant and "un crème grand" at a tabac, then over the high bridge of the Pont du Brotonne pointing south once more with 160 miles of D roads to run.

Brionne, Gace, Bernay, Nonnant les Pines, Sille, Allencen (pain du chocolate and café noir), Oncle Tom Cobblez et al before arriving in

Voutre around 3pm. (Voutre is an ancient village, complete with a communal outdoor laundry and pissoirs), rural France at its best. Our venue was the local football field (communal showers available). the campsite was also the local football field (communal loos provided), very laissez faire indeed! By 5pm 65 Citroen Deux Chevaux derivatives had arrived from all over the place. (Uk, Czech Republic, Belgium, Holland, Ireland and Germany). “Woodstock 2CV Kit-Car 2024” was under way.



After introductory greetings and a few shared beers we were all a bit “fatigue” and once again “Marjorie the Micro camper” provided me with a good night’s sleep.

### Day 3 - Le Outing

Awake at dawn (I’m getting used to this by now), 1<sup>st</sup> man in the showers followed by a magical continental breakfast (provided by the organisers) in the stand overlooking the football field and then a look around the various “specials”. 3 wheelers, 4 wheelers, 2 wheelers. Burtons, Lomax(es), another Deauville from Edinburgh (I only know of two in the UK and both of us were there). 602 engines, Moto-Guzzi engines, BMW flat twin engines all air cooled and all on 2CV chassis or 2 CV adapted chassis. Enthusiastic and eccentric owners all.

The” Run” started at 10am and in convoys of 15 cars off we went exploring the Mayenne region of France. Foulortte Castle (12<sup>th</sup> Century), Mont Rochard, Bais, then a charge up the Montaigu hill climb circuit where, by the summit all 65 cars were in convoy! Off to Le Chateau de la Grande Courbe for a picnic lunch provided by the elderly but enthusiastic owners. Then off to a local mill where vintage tractors and all manner of Citroen cars were on display (more croissants). Then away to the ancient hilltop town of St Suzanne (besieged by the English in the 14<sup>th</sup> century, they have not forgiven us), where we were given a guided tour of the battlements by the local Mayor. Free ice creams in the village square to finish with,

marvellous! Then back to base for the “Rocker Box Races”.

(This consists of several heats of two rocker box racers charging down a sheet of aluminium roofing sheet angled up into a slope. A knockout competition with an eventual winner. Each competitor having designed and built his own racer from a rocker box. Maximum weight of 2 kgs. The winner was a 2CV rocker box fitted with wheels made from old CDs complete with half a brick concealed underneath and painted to resemble a 2CV Dolly. The prize being a round of local cheese and a bottle of local red).



Then followed an evening of “animations” i.e. a concert by the village band with dancing and followed by an evening meal (also provided). The meat was a barbequed and was of questionable origin but together with legumes, potatoes and salad plus local cheese and wine it went down well. Yes, we all slept well afterwards.

#### Day 4 - Au Revoir Woodstock

The sun had got his hat on and we were up for an early breakfast (more croissants), then it was the prize giving ceremony. Team GB won the Rocker Box prize, I came second in the “one furthest travelled event”, only beaten by the other Deauville which came from Edinburgh, a one-two for the Deauvilles! My prize? A nice water colour print of a 2CV. Team



GB were on a roll. Lunch was leftovers from Saturday night plus odds + sods supplied by we campers and then it was time to depart (there was a football match scheduled for 3pm). I decamped a mere 500 yards to the village’s “Aire du Camping”, (these are free to use spaces – toilets and water supplied, mainly used by touring motorhomes. Many villages have them). After a walk around Voutre I retired into Marjorie and slept like a log.

## Day 5 - Le Mans then North

Seeing as we were about 40 miles east of Le Mans I thought a nostalgia trip was in order. I had been before but that was 30 plus years ago the Jaguars were racing that year. I wish I hadn't bothered as the circuit has been altered (updated?), and the landmarks have gone. A quick waft down the "Mulsanne Straight", a tootle round "Arnage" and the inability to find "Tetre Rouge", I decided to make a run for it.



A quick "plat du jour" was taken in a transport café (café de camions) and we headed north back to the Caux area where I had rented a small gîte for the rest of my stay. Once more along D this and D that saw Marjorie and I arrive in the village of St Nicolas de la Haie at 7pm. Here I met my neighbour for the week, 'Dave' from Welshpool and his 1934 Singer Tourer, Dave was more a patina than polish man and the Singer was a testament to originality. I fell into bed wind tanned and sleepy.

## Day 6 - Every Day's a School Day

A rest day methinks? After a bit of housekeeping, treating Marjorie to half a pint of 20/50 and a coat of "Showroom Shine" I set off to explore the locality. One small village later, a football soared over the fence of a local infants' school. Avoiding said football we stopped. I got out and retrieved it. I approached the fence when the teacher did likewise. After a brief conversation in "Franglais" both Marjorie and I were invited in to meet les petit enfants! (Note: DRB checks etc not required).

A couple of hours soon passed with me giving a Geography/History/ Language lesson and Story Time (La Adventures du Marjorie). We all enjoyed a school day with a difference and to finish off I was invited to stay for lunch! That was Tuesday shot to bits, so after a refuel I retired to laze in my back garden avec du pain, fromage, les fruites et beer.

## Day 7 - A Deauville to Deauville

A trip to Marjorie's spiritual home was on the cards, well it was only 60kms each way. A route was plotted involving a ferry across the Seine, my experiences of river ferries are not my best, but "hey ho off we go". 30 minutes later I pulled up on the ramp, the ferry to be seen on the other side. I waited, waited and waited some more but the vessel never made a move.



Just as my frustration at the Gallic Laissez Faire attitude was simmering, I was approached by a local chap. (now this was straight out of 'Allo- Allo', he was pushing a bicycle, wearing a beret, had a Gauloise hanging from his lips and was dressed in a stripey jumper! All that was missing was a string of onions). In Franglais once more, we conversed, result: "Le ferrie? Ze arr in strik". "Bug—r!"

Detour calculated, a trip over Le Pont de Tankerville (toll bridge) and I reached Deauville for lunch. An old colonial town. Quickly it became obvious that not only was it the horse racing capital of France, but it was also the St Tropez of the north. Superyachts in the harbour; Porsche, Ferrari, Lamborghini by the handful. Gucci shop fronts, ladies in 'pinkie' heels and designer sunglasses, blokes in linen suits and Italian shoes; you get my drift? Marjorie was not for staying, (she couldn't afford the croissants!). A quick photo shoot to prove we'd been, and we were off!

So on to Honfleur, just up the coast. A much gentler place, ok it was full of tourists, but I WAS a tourist. I'd passed this way before as a passenger on a cruise boat heading up to Rouen. Honfleur being at the mouth of the Seine

I explored this really old town with its 1900 double decker Galloper Ride and antique Ferris Wheel, I ate "local" in the marketplace on Crepes filled with melted goats' cheese and Crème Brulee for afters, much more pleasant (and affordable) than Deauville.. A ride home avoiding ferries and toll bridges was welcomed, although at times I did wonder where the Sat Nag was taking me.

## Day 8 - Election Day

A quiet day if you please. Nearby market town of Yvetot explored. Coffee (s) outside a Tabac in the market square, gossiping with the locals and a game of draughts (I lost), shooting the breeze, narrowly avoiding a parking ticket – Marjorie fluttering her headlights at the Traffic Warden won the day. Then home for a long lunch and a snooze.

Tomorrow my mate (+ fellow LAC member) Tony Morris arrives in his MGB. He's hoping that I can sell it at Caux Retro, like I did his MG Midget last year. (Tony has realised that in his senior years, old sports cars are hard work).

I had arranged my postal vote and awaited news from Blighty with trepidation.

## Day 9 - Waiting Day

Caudbec en Caux, waiting for Tony. I explored the town. Visited the cathedral, went up the tower, but for reasons only known to the Angels, photography was forbidden. However, I enjoyed my time doing Quasimodo impressions around the gargoyles shouting out for my Esmerelda. (she was back in Mablethorpe looking after les Chien).

I had a choice, drink coffee or beer outside the strategically placed Tabac whilst watching the road for Tony. Around 5pm he arrived, the MGB quietly simmering after a sprint from Calais and Le Chunnel. (use the ferry mate, much more relaxing).

A quick Boisson and then back to the gite. "Singerman" heard us coming and decided that the MG needed a coat of looking at. An hour and a pint of oil later he had tuned the carbs, reset the timing and got the old bird tweeting on song. Happy days!





## Day 10 - Caux Retro

Based in the village of Allouville-Belfosse, it's a two-day event, Day One is the road run, Day Two is the show. To do the run, you must agree to do the show too. It has been going for thirty years, this was our second consecutive attendance year. Entrance fee being 5 euros, meals provided for 2 occupants per car. It is a major effort undertaken by the population of the village. You can just opt to do the show only. Anything unusual welcome, not just classics, veteran or vintage. The result being a magnificent turnout of old and new. It's organised with the usual French chaos, but it works!



At high noon all the cars were assembled in the grounds of La Mairie (town hall), and we were randomly split into four groups; Rouge, Blanche, Bleu et Jaune. 85 kms of sun kissed fun followed as we trundled (or hurtled) around the Caux area, non-stop apart from a refreshment break (drinks provided but no croissants). We were accompanied by motorcycle outriders (obviously selected from a local Hells Angels Chapter) who stopped the traffic at every junction (including red traffic lights). Hence, we progressed un-interrupted to much applause from pedestrians and spectators with only the Germans getting the odd "Boo! Hiss!". (It made me think though: do we Brits not get enough sunshine? Only the British had their soft tops furred down, Italians, French and those from Mediterranean climes kept theirs up). The picturesque Seine valley flew past and at 6pm it was all over. Mealtime and then bed.

## Day 11 - The Show

Conviviality rules ok at Caux Retro. Instructed to be at the showground at 10am, those of us 'in the know' got there by 8.30 and joined the queues to get in, a street party on wheels. Chaos again. Coffee was passed around, croissants (again) being thrown from car to car, hooters, horns a beeping all

added to the atmosphere. Entry eventually gained; the parking plan abandoned as we raced to get where our friends were. Registration took place and our 5-euro entry fee paid, we were given wristbands and meal tickets for later. The show was on, and the sun shone.

I cannot stress enough what a happy event this is. Steam vehicles, 3 wheelers, tractors, lorries, vans, cars of all marques and ages (+ conditions), fairground rides, rock bands, a lady's fashion show (Oh la la), singing, dancing, you name it. A 3-course lunch provided to the entrants complete with wine (red, white and Rose). A cracking day out and well worth the journey. Friendships established and renewed; stories swapped, and tales told, advice + opinions freely given. No "one up man-ship" in evidence whatsoever. My favourite being the elderly guy in his patina ridden Bugatti Le Mans racer demonstrating the decibel levels of his car exhaust. (it was difficult to differentiate who was the eldest, the Bugatti or its owner). He had driven it to the show from Le Sud de France.

All in all, it is amazing just what there is tucked away in sheds and barns throughout Europe, seemingly brought out just to visit Caux Retro. Put it on your bucket list!

Well at 6pm the show's over for another year and we began to leave. By 7pm I was out, I had a ferry to catch, a two-hour ride to Dieppe waving goodbye to the Chateaux as I passed, and I was back dockside again. A quick shower in the terminal before boarding and we were aboard without fuss for an uneventful crossing this time.

(Beware though, experience told me to take supplies, FRANCE IS CLOSED ON SUNDAYS).

## Day 12 - Home

Off the boat at 5am, opposite way trip up country, Dartford Crossing (northbound tunnel) by 7am and around Thurrock's Magic Roundabout with heart in mouth, narrowly beating the school run in Essex, brunch in Newmarket, surprisingly quick going north, traffic free Boston (really) and back in sunny Mablethorpe bang on 2pm. Home AND BREATHE OUT! We'd done it, 1864 miles without a hitch. Well done "Marjorie" and roll on next year.



## Triumph TR6 - 1969 to 1976

Alan Bentham



### Introduction

The TR6 was a British sportscar introduced in 1968, it was the last of the separate chassis Triumph TRs that had first been introduced in 1953. The first production TR was the TR2, it had a substantial steel chassis married to Standard Vanguard mechanicals (Standard being the owners of Triumph at this time). The Vanguard 2 litre engine was tuned and given twin carbs resulting in a power output of 90 bhp, enough to give a 104mph top speed, a 0 to 60 time of 11.9 seconds whilst still returning over 30 mpg. The car was an instant success, with race and rally wins, good reviews in the USA press and a price that undercut its main rival the MG TD it couldn't fail. It set the formula for all TRs up to the TR6, robust chassis and mechanicals, outstanding performance and value for money.

The TR2 was developed over the coming years into the TR3, TR3A and TR3B, this group of TRs became known as the “side screen” TRs, their distinguishing features being the drop profile doors and the side screens

needed to fully enclose the hood. They retained the same chassis and Vanguard engine throughout this period. The TR3A was superseded in 1961 by the TR4, the TR3B continuing for one year only as a USA import.



The TR4 was the first Michelotti TR, Triumph had employed the Italian designer Michelotti to design a new range of cars in the late 1950s, the results included the Herald, Spitfire and Triumph 2000, the TR4 was added to the list resulting in an elegantly stylish design that brought the car bang up to date, providing wind up windows, face level ventilation and a Surrey hardtop. The mechanicals were based on the TR3A with the addition of a more powerful version of the Vanguard engine now 2.2 Litres in capacity, an all synchromesh gearbox was also added at this time.

The TR4A appeared in 1965 bringing a new chassis with wider track, semi trailing arm rear suspension and a 104bhp version of the 2.2Litre engine. The last of the Michaelottis was the TR5, introduced in 1968, the headline news was the use of the 6 cylinder overhead valve engine from the Triumph 2000. The 2 litre engine was



enlarged to 2.5 litres, tuned and provided with a fuel injection system. The result was an engine that produced a very impressive 150 bhp. The TR5 was short lived within 12 months the TR6 had arrived, based on the TR5 mechanicals but now with a new body shape provided by the German company Karmann.

Production of the TR6 commenced in the Autumn of 1968 with the first cars going on sale in January 1969. With Michelotti too busy to carry out a new design Karmann of West Germany were chosen to undertake a re design and to manufacture the machine tools needed for production. The design used the central section of the TR5 with front and back sections grafted on, the squared off Germanic style resulting in a car that looked entirely new. Mechanical specification was carried over from the TR5

## Specification and Road Test

- A six cylinder 2498cc overhead valve engine with Lucas fuel injection developing 150 bhp.
- Four speed all synchromesh gearbox with optional overdrive.
- Independent front suspension using wishbones, coil springs, telescopic dampers and an anti roll bar.
- Independent rear suspension using semi trailing arms, coil springs and lever arm dampers.
- Rack and pinion steering, front disc and rear drum brakes.

Overall a specification that was technically up to date resulting in a car that had exceptional performance and road holding, in fact a true sports car in the mould of all the TR line.

The only change of major significance to UK cars was a change in engine specification in November 1972. A “softer” profile cam was used to give better tractability and improve town and city driving conditions. From the power output now quoted the change seemed to significantly affect the engine power, a reduction from 150bhp to 125bhp, however some of the difference was due to a change in power rating standards, SAE to DIN. The change was successful however in improving town driving and the power loss was only at the very top end of the engines output.

The TR6 was road tested by the Motor magazine in June 1969, performance figures included a top speed of 117 mph, a 0 to 60 time of 8.5 seconds, 0 to 100 time of 24.7 seconds and an overall “touring” fuel consumption of 28 mpg. Motor’s verdict on the car included:

- “Smooth and Potent”
- “Top value sports car with reasonable handling and an excellent performance”

Basic price at time of testing was £1333, with a further £62 for the very desirable overdrive option.

## USA Specification

The USA cars differed from the UK market cars from the outset. To comply with emissions regulations the cars were supplied with twin Zenith Stromberg carburettors, the result was a power drop to 104 bhp, a

significant margin, the car was however still capable of a top speed of over 110 mph and a 0 to 60 time of 10.7 seconds. Legislation changes resulted in a number specification changes during the cars lifetime, these included, door strengthening, more emissions equipment, new seats with fixed head-rests and the addition of large plastic bumpers and bumper over riders.

## Summing Up

In production for seven years from January 1969 to July 1976 the TR6 had not only the longest production run of any TR it was by far the most numerous. The total production figure was 91, 850 cars, 83,480 were exported (almost all going to the USA) leaving only 8,370 cars sold in the UK.

Owning a car today can be a very rewarding experience with the raw power good handling, reliability and good parts back up they provide the owner with enjoyable classic ownership.

Buying one now is also less fraught than in past years. In the early 2000s the TR6 was regarded as a “buyer beware” purchase, the poor build quality associated with the darkest days of British Leyland and the complication of fuel injection combining to give the cars a poor reputation.

Times have changed, most cars will have been restored and specialist firms are now available to look after the fuel injection. Buying of course should still be undertaken with caution with all the usual checks for rust and mechanical condition, a check that any restoration work has been done to a high standard is also appropriate.

Cars available fall into a number of categories, restoration projects, left hand drive cars re imported from the USA and restored UK cars. A web search for cars for sale shows UK restored cars from dealers selling around the £30,000 mark, imports from the USA around £15,000 and restoration projects available just under £10,000.

Availability is good with around 4,000 cars registered on UK roads with a further 1,300 on sorn (as of 2020). No need to buy the first available, there is no problem walking away if at all not satisfied with price or condition. As always buy the best you can afford and above all use and enjoy. This is a car that should be used as intended. Happy days.

## Sue's MGB REL 212M

The story of the three lives of REL 212M was included in our January 2024 magazine. The car is a roadster model with rostyle wheels and overdrive, colour Braken with Autumn Leaf interior trim. The car was first registered on the 4<sup>th</sup> June 1974,. The car was purchased by Sue's father Peter in May 1979 and in its first life was used as a daily driver travelling to work in London from the family St Albans home.



Peter emigrated to New Zealand in 1993 taking his much loved MGB with him. The car took on a second life as a classic car used for shows classic meetings and swap meets. Peter carried out all repairs and maintenance keeping the car in fine order. Sadly Peter passed away in July 2021, in memory of her father Sue brought the MGB back to the UK to start a third life repatriated to the UK.

Upon its return to UK Sue had all mechanics checked and repaired she replaced the hard top that had been a permanent fixture during Peter's ownership with the soft top option. From here Sue has used the car on a regular basis attending MGCC club events, road runs and classic shows. A highlight has been the taking part last year in an autotest organised by the MGCC, wheel spins, handbrake turns and lots of fun. This year Sue has taken part in a track day at Cadwell Park, a car well used and well cherished.

At the close of the 2023 show season Sue decided that a sympathetic restoration of the car was in order, cracks in door pillars and rust in rear wings coupled with tired interior trim prompted Sue to carry out a comprehensive refurbishment.

The first move was to take the car to local restorer Andy Tompkins, after close inspection the scope of work was established as door pillars and wing welding and repairs, a strip down to bare metal to ensure no underlying paint problems, full re spray in the original "Braken" paint, full re trim of the interior including door cards, seat padding, seat covers and carpets. All work was carried out at Andy's premises with final detailing at Proteq in Lincoln. The result, a car ready for the next 50 years, a car for Sue to use and enjoy to the full.

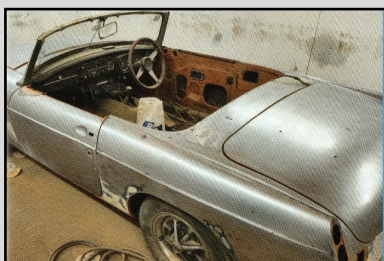




Door Pillar Problems



Rust forming under paint



Down to Bare Metal



Primer and flatting



Some one has put a brand new mg shell in my spray

New Paint

MG Inside trim etc. Tot: 8152.56888 - Sales Emly

RIMMER BROTHERS PRICES AND STOCK - 13.12.2023

part	number	description	Colour	detail	reference	price	vat	total	in stock
149	8	Trimpanel kit	Autumn Leaf	with chrome strip	RP139A/TILEAF	1317.54	133.53	1230.01	yes
153	4	Seat cover set	Autumn Leaf	per	RP134A/TILEAF	4270.00	454.80	1324.80	yes
156	4	OE Carpet set	Autumn Leaf		RP123A/TILEAF/OE	4325.00	465.80	1390.80	ONE
156		underfloor kit		with rubber backing	RP12770WB	476.00	415.20	891.20	NO
156	OE	underfloor kit		without rubber back	RP1700WB	168.00	112.80	272.80	yes
137	11	map pocket	Autumn Leaf	without bright finisher	XGR2917	130.00	16.80	136.80	yes
								<b>41,114.24</b>	

part	number	description	Colour	detail	reference	price	vat	total	in stock
155	8	Headrests		cloth/vinyl/leather					
	8	Headrests		cloth/vinyl/leather					
155	2	washbag	x2		BH8150	130.00	13.00	143.00	yes
	4	ziffher	x2		RP1685	118.00	43.60	121.60	yes
	6	seat foam	RH		BH8925SET	669.00	112.00	772.00	yes
	6	seat foam	LH		BH8925SET	669.00	112.00	772.00	yes
								<b>2226.60</b>	

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# Grimsby Rugby Club Annual Show

Our showpiece event of the year and first time at Grimsby Rugby Club. A warm sunny day and a turnout of over 160 cars. Cub bar, BBQ, over 20 stalls and even a bouncy castle. Lots of public interest and a good footfall making a grand day out for all concerned.

The show for me epitomised all that is good about our club, committee members looked after entrance, teddy bear hunt, stall judging, best in show competition and helping with marshalling. Member volunteers worked extremely hard all day looking after both classics and general public, hats off to them. Last but not least the work put in by Brian both on the day and all the organising needed to put on a show of this size and standard, really impressive.

The highlight for me was looking after the Mayor and his party, a true gentleman and Lady Mayoress a true lady. Hope they can make it next year.

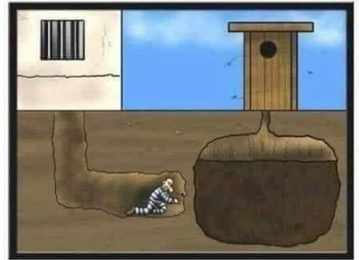
Best LAC car of the show and winner of the Len Peach Trophy was Tom Anthony's Ford Zephyr. Well deserved Tom.



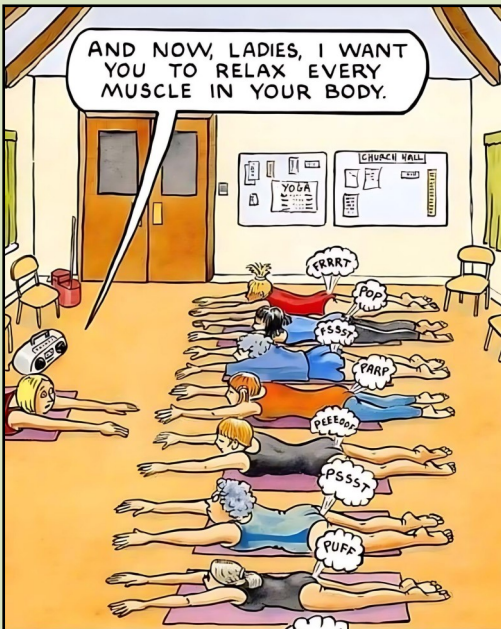
# Ending on a Smile



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New MG4 EV Trophy Long Range MPG (l/100km): Not applicable. CO<sub>2</sub> emissions: 0 g/km Electric range<sup>^</sup>: 270 miles to 358 miles.



[mg.co.uk](http://mg.co.uk)   

These figures were obtained after the battery had been fully charged. The All-New MG4 EV is a battery electric vehicle requiring mains electricity for charging. There is a new test for CO<sub>2</sub> and electric range figures. The electric range shown was achieved using the new test procedure. Figures shown are for comparability purposes. Only compare CO<sub>2</sub> and electric range figures with other cars tested to the same technical procedures. <sup>^</sup>The All-New MG4 EV SE Long Range with the 64kWh battery from a single charge on the WLTP combined cycle: Combined Range 281 miles (450 km); City Range: 360 miles (579 km); Combined Driving Efficiency: 3.8 miles/kWh (16.0 kWh/100km). These figures may not reflect real-life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles and vehicle load. <sup>†</sup>Up to 80,000 miles. T.C.'s apply. \*Price applies to the All-New MG4 EV SE. Model shown: The All-New MG4 EV Trophy Long Range with Volcano Orange Paint £32,190 on the road.

