

WELCOME TO MAYS' NEWS LETTER.

HELLO ONCE AGAIN EVERYONE.

(CONT'D), AS DISCUSSED IN MARCH THE COMMITTEE CONTINUE TO UNDERTAKE REVIEWS LOOKING AT RECOMMENDATIONS REGARDING THE SAFEGUARDING OF OUR MEETINGS. AS A COMMITTEE WE HAVE A DUTY OF CARE TO ALL MEMBERS AND VISITORS, ADDITIONALLY MEMBERS HAVE A DUTY OF CARE TO EACH OTHER.

WE HAVE ATTEMPTED TO KEEP UP TO DATE RE-COVID REGULATIONS. AS A RESULT, WE SHALL UPDATE THE ACTIONS TAKEN REGARDING THE COVIS ISSUE, TAKING GUIDANCE FROM LOCAL AND NATIONAL DECRETOS.

ANOTHER WELCOME ALL OUR NEW MEMBERS TO THE CLUB AND HOPE YOU ENJOY YOUR TIME WITH US!!!!!!

CLUB EVENTS

IT IS SAD TO SAY, THAT ONCE AGAIN WE HAVE NO RUN(S) OR EVENTS PLANNED FOR THE COMING MONTHS CURRENTLY,

WE HOPE THE OUTINGS CALENDAR WILL FILL UP QUICKLY DURING THE SUMMER AHEAD, WITH ANTICIPATED ENTHUSIASTIC INPUT FROM OUR MEMBERS.

AS A REMINDER THERE IS A BOOK IDENTIFYING AROUND 20 RUNS WHICH CAN BE FOUND ON THE CLUB WEBSITE. HOPEFULLY THIS SHOULD MAKE IT A SIMPLER EXERCISE FOR INDIVIDUALS TO PICK UP THE REINS AND SUBSEQUENTLY ORGANISE A CLUB RUN FOR THE BENEFIT OF MEMBERS.

MONTHLY REMINDER:- MALCOLM WILL ONCE AGAIN BE ORGANISING THIS YEARS' 3 NIGHT 4 DAY AWAY TRIP. PRELIMINARY DETAILS CAN BE FOUND BELOW. GET YOUR BOOKING IN EARLY AS THESE TRIPS ARE PROVING SUCCESSFUL WITH MEMBERS AND THE LIMITED NUMBER OF PLACES BEING SNAPPED UP FAST.

I WAIT FOR MALCOLM TO INFORM ME WHEN THE OUTING IS FULLY BOOKED, AND THEN I WILL REMOVE THIS POSTING.

DETAILS BELOW.

SEPTEMBER 2022. LOOKING AT CAZORLA NATONAL PARK. TRAVELLING VIA BAZA, POZO ALCON - 2 3 HOURS AWAY. THE COST TO BE ASCERTAINED, BUT SHOULD BE APPROX E 80 PER NIGHT PER TWIN ROOM, AND HALF BOARD (BED BREAKFAST AND EVENING MEAL). SO FOR 3 NIGHTS. PRICED AT EUROS 275 PER COUPLE.

IF YOU ARE INTERESTED, PLEASE GET IN TOUCH WITH MALCOLM AS HE REQUIRES PRELIMINARY NUMBERS. HE PREFERS CONTACT TO BE MADE VIA EMAIL.

I STILL REQUEST ANY INTERESTING ITEMS YOU MAY HAVE SUITABLE TO PRINT IN THE NEWSLETTER. I DO RECEIVE ITEMS FROM MEMBERS BUT NOT MANY, SO PLEASE GET YOUR THINKING CAPS ON.

ITEMS FOR SALE.

WE HAVE ONE ITEM LISTED BELOW. (REPEATED)

IF YOU HAVE A VEHICLE FOR SALE OR KNOW OF ONE THAT MIGHT BE OF INTEREST TO OUR MEMBERS PLEASE LET ME KNOW.

INFO FROM BILL:-

ANDY GRAVES IS SELLING HIS BEAUTIFUL TRIUMPH TR6 AS HE HAS MOVED BACK TO THE UK DUE TO HIS WIFE'S HEALTH NOT BEING SO GOOD. HE WANTS TO SELL HIS VEHICLE HERE IN SPAIN. IT IS SPANISH REGISTERED.

THE CAR IS IN EXCELLENT CONDITION ALL ROUND AND CURRENTLY RESIDES WITH BILL UNTIL IT IS SOLD.

IT IS AN AMERICAN SPEC CAR SO IS LEFT HAND DRIVE. IT HAS JUST PASSED ITS ITV AND IS READY TO GO TO A NEW OWNER.

THERE ARE SOME NEW AND USED SPARES WITH THE CAR AS WELL AS SOME HISTORY AND A WORKSHOP MANUAL.

ANDY IS LOOKING FOR 20000 EUROS OR NEAR TO IT. THIS CAR IS WORTH THAT KIND OF MONEY AS IT WILL BE HARD TO FIND ANOTHER AS GOOD AS THIS ONE.

PICTURES BELOW:-





TOPICAL ITEMS.

ONE FOR OUR LADY MEMBERS:-

THIS IS AIMED AT YOU LONG SUFFERING GIRLS OUT THERE

HOW MANY TIMES HAVE YOU HEARD THESE WORDS?

"I HAVE JUST SEEN A SO AND SO ADVERTISED, I HAVE BEEN LOOKING FOR ONE OF THOSE FOR YEARS" OR "SO AND SO KNOWS SOMEONE WHO HAS GOT A CLASSIC, WHATEVER FOR SALE, IT ONLY NEEDS A NEW THINGY , (WHICH YOU HAVE NEVER HEARD OF) AND IT WILL ONLY TAKE A FEW DAYS TO DO !!!!" HA HA HA

YOU SHUDDER, BECAUSE IF YOU HAVE LIVED IN SPAIN FOR MORE THAN A COUPLE OF YEARS, ANY JOB, NO MATTER HOW SMALL OR SIMPLE, TAKES AT LEAST THREE TIMES AS LONG TO DO. PUT A CLASSIC CAR INTO THE MIX, AND YOU KNOW THAT THIS LITTLE JOB IS GOING TO TURN INTO AT LEAST A TWO YEAR PROJECT.

SO, THE CAR IS PURCHASED AND BROUGHT HOME. IT IS DROOLED OVER, COSSETED, AND LOVED. OF COURSE IT NEEDS IT'S OWN LITTLE HOUSE, SO ONE HAS TO BE MODIFIED, OR IF YOU ARE REALLY LUCKY, A NEW ONE IS BUILT.

THEN THE WORK STARTS. OH MY LIFE, HAVING SPENT MONTHS SCOURING THE GLOBE FOR THIS OBSCURE PART, IT IS FOUND, AND IT HAS TO COME FROM OUTER MONGOLIA, WELL, IT MIGHT JUST AS WELL FOR THE TIME IT TAKES TO ARRIVE. THE COST OF THE IMPORT DUTY IS NEARLY THE DEPOSIT FOR YOUR FIRST HOME, AND SO IT GOES ON

CAN YOU GIRLS PLEASE TELL ME WHAT PLEASURE THERE IS IN BUYING ALL THIS WORK, HASSLE, AND STRESS? WHAT PLEASURE IS THERE IN BUYING BAD TEMPER? WE TRY TO RAISE THEIR SPIRITS WHEN THINGS GO WRONG, TRYING TO AVOID OUR HEADS BEING CHEWED OFF IN THE PROCESS, BUT THEN "BOYS AND THEIR TOYS" I SUPPOSE IT DOES MAKE THEM HAPPY, AND IN THE END, WE DO LOVE THEM, THAT'S WHY WE MARRIED THEM.

BUT OH, BRAVE IS THE MAN WHO SAYS, "NOT ANOTHER PAIR OF SANDALS"

OUR THANKS GO TO **JANE SHERGOLD.**

DEAR MEMBERS, PLEASE FORWARD MORE ITEMS LIKE THIS !!!.

TWO FEATURE ITEMS:-

HERE'S ONE FOR ALL YOU TRIUMPH TR3 OWNERS.

IT CAN BE ARGUED THAT THE POST-WAR TRIUMPH SPORTS CARS CAME ABOUT AS A REACTION TO THE CONTINUAL SUCCESS OF MG, AND BECAUSE OF NORTH AMERICAN DRIVERS' NEWLY INSATIABLE THIRST FOR OPEN-TOP SPORTS CAR MOTORING.

TRIUMPH MAY HAVE BEEN A LATECOMER TO THE CHEAP-AND-CHEERFUL SCENE, BUT THIS FIRM, UNDER PARENT COMPANY **STANDARD**, CREATED SIMPLE, POWERFUL CARS THAT EASILY OUTRAN THE COMPETITION FROM ABINGDON, INDEED CHALLENGING MORE EXPENSIVE AUSTIN-HEALEYS AND JAGUARS FOR ENTHUSIAST DRIVERS' MONEY AND HEARTS.

THE CAR THAT CEMENTED THE TRIUMPH LEGEND AROUND THE WORLD, ON THE ROAD AND IN COMPETITION, WAS THE 1956-1962 TR3, THE CAR THAT BROUGHT THE TRADITIONAL LOW-DOOR ROADSTER INTO THE MODERN AGE AND TODAY REMAINS A PURIST'S INEXPENSIVE DELIGHT.

THE TRIUMPH MARQUE DATED BACK TO THE TURN OF THE CENTURY AS A MOTORCYCLE MANUFACTURER, BUT IT CAME TO PROMINENCE AS A MAKER OF SPORTING AUTOMOBILES IN THE 1930s, WITH THE DONALD HEALEY-ENGINEERED DOLOMITE, GLORIA AND SOUTHERN CROSS.

IT WAS REBORN IN THE POST-WAR PERIOD UNDER STANDARD CHAIRMAN SIR JOHN BLACK, WHO DECIDED IN 1952 THAT HE WANTED TO BUILD A FAST AND FRUGAL SPORTS CAR FOR THE PROFITABLE NORTH AMERICAN MARKET. THE FIRST CAR OF THIS LINE WAS THE TR2, OF WHICH 8,628 WERE BUILT IN ITS TWO-YEAR PRODUCTION RUN. THE SUCCESS OF THAT CAR PROMPTED ITS REFINED SUCCESSOR, THE TR3, INTRODUCED AT THE 1955 LONDON MOTOR SHOW.

THE FIRST TR3 ROLLED OFF OF TRIUMPH'S CANLEY, COVENTRY, LINE ON OCTOBER 11, 1955. WHILE PRIMARILY A CARRY-OVER OF THE TR2, THE NEW MODEL DIFFERED BOTH MECHANICALLY AND COSMETICALLY.

THE TR3 RETAINED THE 2'S STANDARD VANGUARD-DERIVED THREE-MAIN-BEARING, 1,991CC FOUR-CYLINDER ENGINE, ALTHOUGH ITS TWO 1 3/4-INCH SU H6 CARBURETTORS REPLACED THE EARLIER 1 1/2-INCH SUs. WITH ITS 8.5:1 COMPRESSION RATIO, THE ENGINE'S HORSEPOWER JUMPED FROM 90 AT 4,800 TO 95 AT 5,000, BUT TORQUE OUTPUT REMAINED 118-LBS.FT. AT 3,000 RPM. UNDER THE SKIN, THE CAR STILL USED A STRONG BOXED CHANNEL

STEEL FRAME WITH AN X-CROSS MEMBER AND BRACED FRONT TOWERS THAT MOUNTED THE SHOCKS, SPRINGS AND FRONT SUSPENSION POINTS.

VISUAL ALTERATIONS FOR THE NEW CAR INCLUDED A NEAR FLUSH-MOUNTED EGG-CRATE GRILLE, STAINLESS STEEL FENDER BEADING (REPLACING BODY COLOURED RUBBERISED FABRIC), CHROMED EXPOSED HINGES (REPLACING BODY-COLOUR PAINTED) AND A COWL VENT. OPTIONS INCLUDED A REAR JUMP SEAT, LAYCOCK DE NORMANVILLE OVERDRIVE AND A HANDSOME BOLT-ON STEEL HARDTOP, WHICH COULD BE ENHANCED WITH A GRAND TOURING CONVERSION KIT THAT BROUGHT EXTERNAL DOOR HANDLES, LOCKS AND SLIDING SIDE CURTAINS ("SIDE SCREENS" TO US BRITS) TO APPEAL TO THE CLOSED CAR MARKET. FURTHER TAILORING THE TR3 TO ITS BUYER WERE AN OPTIONAL TELESCOPING STEERING COLUMN, A HEATER AND 15 X 4 1/2-INCH WIREWHEELS.

THE BRAKES, ACROSS THE FOUR-WHEEL DRUMS IN 1956, WERE SWAPPED FOR GIRLING FRONT DISCS/REAR DRUMS FOR THE 1957 MODEL YEAR, MAKING THE TR3 THE FIRST MASS-PRODUCTION BRITISH CAR TO BE SO-EQUIPPED, AS STANDARD.

A STURDY NEW REAR AXLE, ADAPTED FROM THE VANGUARD, BROUGHT SLIGHTLY SMALLER DRUM BRAKES, WHILE A NEW HIGH-PORT CYLINDER HEAD AND INTAKE MANIFOLD PUSHED HORSEPOWER TO AN EVEN 100. MANY CHANGES WERE IN THE WORKS FOR 1958, WHEN A RESTYLED, BETTER-EQUIPPED TR3 EARNED THE UNOFFICIAL ENTHUSIAST NICKNAME TR3A. THE "SMALL MOUTH" GRILLE WAS REPLACED WITH A SMILING "WIDE MOUTH" VERSION THAT INCORPORATED THE PARKING LAMPS AND BUMPER OVER-RIDER REINFORCEMENTS, WHILE THE HEADLAMPS WERE LOWERED AND SLIGHTLY RECESSED INTO THE NOSE PANEL. SEPARATE REAR INDICATORS WERE FITTED, STEEL WHEELS WERE PAINTED SILVER INSTEAD OF BODY COLOUR, AND LOCKABLE DOOR AND TRUNK HANDLES AND SLIDING PLEXIGLAS SIDE CURTAINS ADDED SECURITY. INSIDE, THE TR3 SPORTED NEW SEATS WITH THICKER BACKRESTS, A BLACK CRACKLE-FINISHED CENTRE DASH PANEL, REVISED DOOR PANELS AND A RE-SHAPED REAR JUMP SEAT.

THE RED AND BLACK-COLOURED TRIUMPH NOSE BADGE WAS SWAPPED FOR A NEW BLUE AND WHITE VERSION IN JANUARY 1959, A PERIOD WHEN THE TR3 WAS WINNING RACES AND RALLIES AROUND THE WORLD. BY THE MIDDLE OF THAT YEAR, MORE THAN 90 PERCENT OF TRIUMPH'S SPORTS CAR PRODUCTION

WAS BOUND FOR NORTH AMERICA, WHERE IT WAS THE UKS' BEST-SELLING ROADSTER. FURTHER CHANGES APPEARED FOR MODEL YEAR 1960, WHEN NEW BODY TOOLING BROUGHT RAISED BONNET AND BOOT LID HINGE PLINTHS,

A REVISED REAR FLOOR, DEEPER SPARE WHEEL COMPARTMENT AND OTHER SMALL CHANGES. THE TR3'S REPLACEMENT, THE ITALIAN-DESIGNED TR4, APPEARED IN THE AUTUMN OF 1961, REPLACING THE SIDE SCREEN MODEL. THE VALUE-DRIVEN U.S. MARKET DEMANDED SOMETHING SPECIAL FOR 1962, WHEN THE TR3 RE-ENTERED PRODUCTION AFTER AN 18-MONTH HIATUS; THIS "NEW" TR3, CALLED THE TR3B BY ENTHUSIASTS, GAVE NORTH AMERICAN DEALERS A CHEAPER, BASIC CAR TO SELL ALONGSIDE THE MORE SOPHISTICATED, COMFORTABLE AND EXPENSIVE TR4. THESE LEFT-HAND-DRIVE TR3S WERE WHOLLY BUILT BY FORWARD RADIATOR COMPANY, LTD., A LEYLAND/TRIUMPH SUBSIDIARY.

THE FIRST SERIES OF B CARS, LABELLED TCF, WAS IDENTICAL TO THE TR3A, BUT THE SECOND SERIES, THE TSF BUILT BETWEEN MAY AND DECEMBER 1962, INCORPORATED IMPROVEMENTS LIKE THE TR4'S LARGER BRAKES (10 7/8-INCH DIAMETER FRONT DISCS AND 9 X 1 7/8-INCH REAR DRUMS), FULLY SYNCHRONIZED FOUR-SPEED GEARBOX AND STOUTER 2,138CC LITRE ENGINE, WHICH USED 9.0 COMPRESSION TO MAKE 100 NET HP AT 4,600 RPM AND 126-LBS.FT. OF TORQUE AT 3,350 RPM. IN NINE MONTHS OF PRODUCTION, 3,334 TR3Bs WERE BUILT.

WRITING ABOUT BRITISH SPORTS CARS, UNLESS YOU HAVE HUGE MONEY AND ARE INTO ASTON MARTINS AND JAGUARS, WE'RE TALKING ABOUT AUSTIN-HEALEYS, TRIUMPHS AND MGs. THE TR3 IS IN THE MIDDLE: IT GIVES YOU AS MUCH PERFORMANCE AS A PRETTIER EARLY HEALEY, BUT IT'S NOT AS DELICATE AS THAT CAR, AND IT MAY NOT HANDLE AS WELL AS AN MGA, BUT IT PERFORMS MUCH BETTER AND IS EASIER TO WORK ON, TR2S AND TR3S ARE MORE ALIVE THAN EVER, (JUST ASK ALAN F), THEY ARE THE MOST SOUGHT-AFTER MODEL OF TRIUMPH. VALUES HAVE MADE A SHARP CLIMB IN THE PAST FEW YEARS, EVEN MORE SO THAN THE TR4 AND 6 MODELS, A RESULT OF THE BIG HEALEY AND JAGUAR PRICING JUMPS. PRICING AT AUCTION HAS SEEN COMMON CARS WITH SOME NON-ORIGINAL PARTS AND SEVERAL FLAWS SELLING IN THE £20,000 RANGE, UP TO A HIGH OF £40,000. PRIVATE SALES FOR CLEAN, HIGH-QUALITY CARS RUN FROM £20,000 TO £30,000, AND THESE ARE RECORD HIGH PRICES THAT ARE STILL NOT HARD TO FIND BUYERS AT. THE FIRST TR3S AND THE LAST TR3Bs WILL COMMAND HIGHER PRICES, BY SEVERAL AND MANY THOUSANDS MORE.

REINFORCING THEIR CLIMBING VALUES IS THEIR SUPPLY OF MAINTENANCE AND RESTORATION SUPPLIES. PARTS ARE READILY AVAILABLE FOR THE TR3A

MODEL, SINCE IT WAS THE MOST COMMON. TR2 AND EARLY TR3 CARS ARE NOT AS LUCKY, AND OWNERS OF THOSE CARS HAVE TO RESORT TO USING AFTERMARKET TR3A PARTS THAT ARE VERY SIMILAR, BUT ARE NOT ORIGINAL

TO THEIR CARS. ADDITIONALLY, THERE ARE MANY MODIFIED PARTS AVAILABLE THAT FIX ALL THE CAR'S KNOWN PROBLEMS. THEY CAN BE PRICEY, AS THEY ARE MADE IN LIMITED QUANTITY. YOU USED TO BE ABLE TO BUY NOS PARTS RATHER EASILY, BUT ORIGINAL PARTS ARE HARD TO FIND NOW, PARTICULARLY SMALL DETAIL PARTS AND TRIM ITEMS. THERE ARE PLENTY OF REPRODUCTION PARTS AVAILABLE, BUT YOU'LL SOMETIMES RUN INTO QUALITY VARIATIONS AND FIT ISSUES. WHILE FOR THE MOST PART, REPRODUCTION PARTS WORK FINE, PARTICULARLY ON A DAY TO DAY DRIVER. CONCOURSE ENTHUSIASTS MIGHT FIND SOME OF THE MORE ARCANE PARTS TO BE MORE DIFFICULT TO OBTAIN--THIS IS WHY EARLIER CARS TEND TO MORE EXPENSIVE.

TR3 AND TR3A BODIES WERE BUILT BY BIRMINGHAM'S MULLINERS LTD., AND WERE DELIVERED TO THE TRIUMPH FACTORY IN CANLEY, COVENTRY, ALREADY PAINTED AND TRIMMED, WITH MANY FITTINGS IN PLACE. THE BODY DESIGN IS PRIZED FOR ITS SENSIBLE WIDE HOOD OPENING, ALLOWING EASY ENGINE ACCESS, FOUR BOLT-ON BUMPERS FOR SIMPLE CRASH REPAIRS AND CLEVER SPARE TIRE STORAGE COMPARTMENT THAT DOESN'T AFFECT BOOT SPACE.

LIKE ALL STEEL-BODIED BRITISH SPORTS CARS, THESE TRIUMPHS ARE PRONE TO RUST. THE BODY-ON-FRAME DESIGN FEATURES TUBULAR BODY-MOUNTING OUTRIGGERS THAT ARE KNOWN CORROSION POINTS, AS ARE THE FRAME'S REAR CROSS-TUBES. INSPECT THE INNER AND OUTER ROCKERS, THE REAR DOGLEGS AND THE LOW AREAS BEHIND THE FRONT AND REAR BUMPERS; IT ALSO PAYS TO INSPECT THE FLOORBOARDS, THE AREA WHERE THOSE FLOORBOARDS MEET THE FIREWALL AND THE TRUNK AND SPARE COMPARTMENT FLOORS. REPLACEMENT FULL FLOOR PANS, INNER AND OUTER ROCKER PANELS AND FRONT BUMPER REPAIR PANELS ARE AMONG THE REPRODUCTION SHEET METAL COMPONENTS AVAILABLE.

INTERIOR THE TR3'S SIMPLICITY AND LACK OF FRILLS MAKES IT AN EASY CAR TO RESTORE. CORRECT RUBBER FLOOR MATS ARE AVAILABLE, AND THOSE WHO WANT THE LUXURY OF FULL CARPETING CAN HAVE IT. FACTORY-STYLE SEAT KITS CAN BE HAD WITH VINYL OR LEATHER/VINYL UPHOLSTERY, IN MANY SINGLE COLOUR AND CONTRASTING PIPING SCHEMES, AND YOU CAN ADD A REAR JUMP SEAT TO MATCH. NUMEROUS SPECIALISTS WILL REBUILD AN OLD SET OF SIDE SCREENS TO AS-NEW CONDITION, AND CONVERTIBLE TOPS AND TOP BOOTS ARE EASILY AVAILABLE. DON'T BE SURPRISED IF, LIKE ALL BRITISH

SPORTS CARS, YOUR RESTORED TR3 LEAKS SOME WIND AND WATER IT'S PART OF THE EXPERIENCE.

A GENUINE 100 MPH CAR MEANT A LOT IN THE 1950s, AND THE TR3'S PERFORMANCE REMAINS SPRIGHTLY AND MOTORWAY-CAPABLE TODAY. IT'S EASY TO UPGRADE THE TOUGH 1,991CC ENGINE. THANKS TO ITS DESIGN THE SLIP-FIT WET CYLINDER BARREL LINERS MAKE CHANGING THE DISPLACEMENT EASY, SO REPLACE THE 83MM LINERS WITH LINER/PISTON SETS OF 86, 87, 87.5 OR 89MM. THE LEAK-PRONE FACTORY-STYLE REAR MAIN SEAL CAN BE SUBSTITUTED FOR A MODERN RUBBER UNIT.

OVERHEATING IS A COMMON ISSUE IN VERY HOT CLIMATES, SO IF FACTORY CORRECTNESS ISN'T NECESSARY, RE-CORE THE RADIATOR AND REMOVE THE CRANK HOLE, WHICH IMPROVES CAPACITY BY ABOUT 16 PERCENT; YOU CAN ALSO INSTALL AN ELECTRIC FAN FOR BETTER COOLING AT IDLE. TRIUMPH FITTED THE TR3 WITH A 12-VOLT, POSITIVE GROUND SYSTEM, SO YOU'LL NEED TO CONVERT THE CAR TO NEGATIVE GROUND AND ADD AN ALTERNATOR IF YOU WANT TO FIT A MODERN RADIO, CD PLAYER OR BLUE TOOTH OPERATION. AN ELECTRONIC IGNITION ALSO SIMPLIFIES MAINTENANCE. WIRING HARNESSSES ARE ALSO READILY AVAILABLE (TRUE ALAN ?)

THE STANDARD FOUR-SPEED GEARBOX, WITH SYNCHROMESH ON SECOND THROUGH TOP GEARS, WAS FITTED TO MORE THAN 90-PERCENT TR3S AND 3As, MAKING THE LAYCOCK DE NORMANVILLE OVERDRIVE A PRIZED FITMENT; THAT OVERDRIVE WORKS ON SECOND, THIRD AND FOURTH GEARS TO GIVE SEVEN FORWARD SPEEDS. THE TR3B RECEIVED THE TR4'S DESIRABLE FULLY SYNCHRONIZED FOUR-SPEED. THE SECOND GEAR SYNCHRONIZER, ALONG WITH FIRST GEAR'S AND THE REVERSE IDLER'S TEETH, EXHIBITS THE MOST WEAR FROM HARD GEARBOX USE; BECAUSE THE TRANSMISSION COMES OUT THROUGH THE CAR, BE PREPARED TO DISASSEMBLE THE INTERIOR FOR ACCESS.

A TOYOTA FIVE-SPEED BOX IS A COMPARABLY SIMPLE AND RELIABLE SWAP FOR LESS THAN THE PRICE OF A REBUILD.

THE NARROWED MAYFLOWER REAR AXLE FITTED TO EARLY TR3s HAS A REPUTATION FOR WEAK HUBS AND HALF SHAFTS, SO THIS WAS REPLACED WITH THE STRONGER VANGUARD UNIT FROM LATE 1956. THE NEWER AXLE READILY REPLACES THE OLDER ONE IF CONCOURSE ISN'T IN THE PLAN, AND IT'S IDENTIFIED BY THE ROUND FLANGES ONTO WHICH THE BRAKE BACKING PLATES MOUNT WITH SIX BOLTS.

BRAKES AND SUSPENSION THE ORIGINAL TR3'S LOCKHEED HYDRAULIC BRAKING SYSTEM, WITH 10 x 2 1/4-INCH DRUMS ALL AROUND, OFFERED 175 SQUARE INCHES OF FRICTION LINING AREA AND SOLID STOPPING POWER. THE GIRLING 11-INCH FRONT DISCS AND 9 x 1 3/4-INCH REAR DRUMS THAT REPLACED THAT SETUP IN 1957 IMPROVED THIS FURTHER, AS DID THE TR4-

DONATED 10 7/8-INCH FRONT DISCS AND 9 X 1 7/8-INCH REAR DRUMS ON SECOND-SERIES TR3B CARS. BRAKE COMPONENTS ARE EASILY SOURCED. THE INDEPENDENT FRONT SUSPENSION'S COIL SPRING OVER TUBE SHOCKS AND UPPER AND LOWER WISHBONE SETUP, TEAMED WITH THE LONGITUDINAL SEMI-

ELLIPTIC LEAF SPRINGS AND LEVER ARM SHOCKS SUPPORTING THE LIVE REAR AXLE, OFFER A FIRM, SPORTY RIDE AND COMPETENT HANDLING. THE CAM AND LEVER STEERING GEAR ALLOWS SOME PLAY OFF CENTRE, BUT CONVERTING THE STEERING TO RACK AND PINION AND REPLACING THE FRONT SUSPENSION BUSHINGS ALLOWS FOR MUCH MORE POSITIVE STEERING INPUT.

SPECIFICATIONS:-

ENGINES -- OHV FOUR, CAST-IRON BLOCK AND CYLINDER HEAD,
1,991cc/2,138cc (TR3B) HORSEPOWER -- 95 @ 5,000 RPM/100 @ 4,600
TORQUE @ RPM -- 118-LBS.FT. @ 3,000 /126 @ 3,350

FUEL SYSTEM -- TWIN H.6 SU CARBURETTORS

TRANSMISSION -- FOUR-SPEED MANUAL, OPTIONAL OVERDRIVE 0-60 MPH --
10.8-12.4 SECONDS TOP SPEED -- 105-110 MPH

LENGTH -- 151 INCHES WIDTH -- 55.5 INCHES HEIGHT -- 50 INCHES

WHEELBASE -- 88 INCHES CURB WEIGHT -- 2,135 POUNDS

PRODUCTION:-

TR3 1955 -- 1,029 1956 -- 5,333 1957 -- 7,015



INTERIOR OF A TR3JAGUAR XK120

DESIGNED IN THREE MONTHS BY JAGUAR'S FOUNDER WILLIAM LYONS AND JAGUAR'S CHIEF ENGINEER AND TECHNICAL DIRECTOR WILLIAM HEYNES, THE XK120 IS CALLED THIS WAY DUE TO ITS POWER PLANT AND TOP SPEED. THE VENERABLE XK ENGINE THAT SURVIVED UNTIL 1992 ENABLED A TOP SPEED OF 120 MILES PER HOUR (193 KILOMETRES PER HOUR), WHICH IS TREMENDOUSLY IMPRESSIVE FOR THAT ERA.

THE FIRST 242 EXAMPLES OF THE BREED FEATURE ALUMINIUM BODY PANELS BEATEN OVER ASH WOOD FRAMING, A LABOUR-INTENSIVE PRODUCTION TECHNIQUE THAT'S ALRIGHT FOR A LOW-PRODUCTION VEHICLE. BE THAT AS IT MAY, JAGUAR ORIGINALLY ADVERTISED THE XK120 FOR THE VERY REASONABLE SUGGESTED RETAIL PRICE OF £1,263 BEFORE OPTIONS, WHICH IS ALMOST £49,000 ADJUSTED FOR INFLATION. BY COMPARISON, THE MOST AFFORDABLE F-TYPE ON SALE RIGHT NOW COSTS £56,035.

THE XK120 HAS EVIDENTLY TURNED OUT INTO A HIT WITH THE MOST WELL-TO-DO PART OF SOCIETY. (IS THAT CORRECT BILL?).

CHASSIS NUMBER 670003, FOR EXAMPLE, LEFT THE HOLBROOK LANE PRODUCTION LINE BACK IN JUNE 1949. A FEW MONTHS LATER, HOLLYWOOD SUPERSTAR CLARK GABLE TOOK DELIVERY OF THAT CAR VIA HOLLYWOOD-BASED DEALERSHIP - INTERNATIONAL MOTORS. NONE OTHER THAN GABLE WROTE A FEATURE ARTICLE IN THE MARCH 1950 ISSUE OF ROAD & TRACK, A STORY THAT MENTIONS TWO HIGH-SPEED RUNS TOPPING AT 132 MPH (212 KPH) ON A DRY LAKE BED AND 124 MPH (NEARLY 200 KPH) ON ASPHALT. FAMOUS XK120 OWNERS ALSO INCLUDE HUMPHREY BOGART AND TYRONE POWER. CLOSELY RELATED TO THE JAGUAR MARK V IN TERMS OF UNDERPINNINGS, THE FOUR-WHEELED FELINE SWITCHED TO MASS-PRODUCTION TECHNIQUES IN MAY 1950. THESE CARS FEATURE PRESSED STEEL INSTEAD OF HEAD BEATEN ALUMINIUM, A SWITCH THAT INCURRED A MINOR WEIGHT PENALTY.

COME MARCH 1951, THE LEAPING CAT OF COVENTRY EXPANDED THE LINE UP WITH THE FHC (FIXED-HEAD COUPE). LOOSELY INSPIRED BY THE BUGATTI

ATALANTE'S PROFILE, THIS VERSION WAS PRODUCED AS THE MORE UP MARKET AND MORE COMFORTABLE SIBLING OF THE OTS (OPEN TWO-SEAT ROADSTER).

JANUARY 1953 IS WHEN JAGUAR STARTED TAKING ORDERS FOR THE DHC (DROP-HEAD COUPE), WHICH STANDS OUT FROM THE REST OF THE LINE UP WITH THE HELP OF A FOLDABLE CANVAS TOP. CHROME WIRE WHEELS BECAME AVAILABLE IN 1953 AS WELL, BUT THE BIGGEST NEWS THAT YEAR WAS A HIGH-PERFORMANCE HEAD OPTION SOURCED FROM THE LE MANS-WINNING JAGUAR C-TYPE. IN COMBINATION WITH SU H8 CARBURETTORS, THE 3.4-LITER MILL CRANKS OUT 210 HORSEPOWER AND 213 POUND-FeET (289 Nm) AT 4,000 REVOLUTIONS PER MINUTE. BY COMPARISON, SU H6-EQUIPPED CARS MAKE DO WITH 160 HP AND 195 LB-FT (264 Nm) AT 2,500 RPM.

POST-WAR AUSTERITY GOT WILLIAM LYONS THINKING IF A FOUR-CYLINDER MOTOR WOULD BE A GOOD IDEA FOR THE BRITISH MARKET. BUT AS FATE WOULD HAVE IT, THE JAGUAR XK100 NEVER CAME TO FRUITION, EVEN THOUGH AN ENTRY-LEVEL SPORTS CAR WITH 2.0 LITRES OF DISPLACEMENT WOULD HAVE BEEN A PRETTY ENTICING DEVELOPMENT.

ALL XK120S WERE FITTED WITH A MOSS GEAR CO. FOUR-SPEED MANUAL TRANSMISSION WITH NO SYNCHROMESH FOR THE FIRST GEAR. A CLOSE-RATIO SPREAD WAS AVAILABLE FOR THOSE WHO INTENDED TO RACE THE PREPOSSESSING SPORTS CAR.

A MEMORABLE STORY INVOLVING THE XK120 IS THE 1954 INTERNATIONAL 100. AL KELLER AND HIS ALUMINIUM BODIED JAG FINISHED THE FIRST ROAD COURSE RACE IN NASCAR, ALMOST ONE LAP AHEAD OF RUNNER-UP JOE EUBANKS AND HIS STRAIGHT-SIX 1951 HUDSON HORNET. A FOREIGN AUTOMAKER WOULDN'T WIN A NASCAR NATIONAL SERIES EVENT AGAIN UNTIL TRAVIS KVAPIL AND HIS TOYOTA TUNDRA CROSSED THE LINE FIRST AT THE 2004 LINE-X SPRAY-ON TRUCK BED LINERS 200. THE XK120 WAS DISCONTINUED IN 1954 WITH A LITTLE OVER 12,000 EXAMPLES UNDER ITS BELT. 75 PERCENT OF TOTAL PRODUCTION WAS LEFT-HAND DRIVE, AND MOST

OF THOSE CARS WERE SOLD IN THE UNITED STATES.



XK120 SOFT TOP

LAST MONTHS' FOTO QUIZ WAS WON BY '66 MUSTANG OWNERS'

STEVE & MAGGIE HALES.....

A BOTTLE OF THEIR FAVOURITE 'IMBIBE' WAS PASSED ON.

THIS MONTHS' FOTO QUIZ. HAVE A GO.

I HAVE ADDED A FEW EXTRA IMAGES THIS MONTH IN AN ATTEMPT TO MAKE IT A LITTLE MORE DIFFICULT FOR THOSE REGULAR COMPETITORS.





CAN YOU IDENTIFY THE CARS ABOVE FROM THEIR IMAGES.
ANSWERS DIRECTLY TO ME ON KEN.OLIVER@SKY.COM (ALL LOWER CASE).
A SMALL PRIZE IS WAITING FOR THE FIRST CORRECT ANSWERS !!!

ALL ANSWERS TO KEN.OLIVER@SKY.COM

FIRST PERSON TO ANSWER ALL WILL RECEIVE A GIFT AT THE NEXT MEETING.

NEWSLETTER EDITOR:- KEN OLIVER.

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