



The TRunnion

2018 / 2 March / April

Group Leader : Pierre Miles E: pierremiles@hotmail.com T: 01438 - 880460

Club Meets: **3rd Sunday of month –from 12 noon @ THE COCK INN, 23, High Street, BROOM, Biggleswade SG18 9NA** (T: 01767 - 314411) *...IF you want a LUNCH, book in advance ...food excellent but they only have a small kitchen !*

Editor : Chris Glasbeyplease send me your classic motoring stories and comment. E: chris.trunnioned@btinternet.com



Due to technical issue ...lots of blank pages later ...sorry !!!

I visited "Racetrations" on 15 March and was able to get the SCOOP images of their latest TR5 project. Darryl gave me a few details of the car, none of which I am able to disclose in Trunnion ...you will have to wait until the TR is completed. I think I could just say that the customer wants it to look like **"it's doing 100mph whilst standing still"**...and I should say that will be true. As you may know, Racetrations tend to specialise in modifications or re-styling of TRs. Looking at the stitched leather seats, door panels and dash surrounds on the cars currently being transformed (plus deep pile carpet and a TR6 with small speakers fitted in top of doors) made me think that these cars would not look out of place parked beside the likes of Aston Martin. ENOUGHI have happily owned my TR3A for 44 years so far. It will never be completed to concours standard but it is tidy enough and very enjoyable to driveand Pat and I are looking forward to taking part in many touring events this year. Last Trunnion featured an article about Gearbox Oils. This was deemed to be of interest to a wider audience so (with extra comment) look out for it in the next issue of "TR action". **Cars on Ramps** at Robsport. Contact Pierre NOW before all places have gone. I will do a feature on Robsport for next issue and then perhaps we will feature TRGB and others in future . **10% counts...** I believe it is time to not worry about the 90% of members we never see but to be pleased to take part in events and chat at club meets with like-minded LVG members. Now no room for "What's IN". Send me your thoughts, articles, photos. Enjoy your Spring TR motoring . **Chris .**

Deadline date for articles/pics for next issue: 1st MAY

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UPDATE yourself All you need to know :-

Meetings Venue Unless otherwise specified, all group lunchtime meetings are on **third** Sunday of month (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at The Cock is very small so it **would be appreciated if those intending to eat could please call: 01767-314411** so that they have an idea of numbers.

WEB SITESTR Register : www.tr-register.co.ukTR Forum : www.tr-register.co.uk/forumsLVG : www.tr-register.co.uk/group/lea-valley

Facebook : "TR Register Lea Valley Group"

www.facebook.com/leavalleyTR

REMEMBER : All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : bjmole1-trlvlg@mybtinternet.com

Disclaimer The TR Register wish to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company, or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.

Events

Events with an official Lea Valley Group presence are shown in **bold type**. Please advise if you know any other events that may be of interest to members ? **Please contact Paul Richardson if you have queries about these events. "We don't expect members to do all of the events, just good to give them the choice !!" - Paul.**

Just a few places left for this special opportunity to check underneath your TR ...with FREE advice from the professionals at



Robsport International

Shepreth, Royston SG8 6RA

TR Register —Lea Valley Group present **"CARS ON RAMPS"** on **SATURDAY 7 APRIL @ Robsport International**

How often do you get to see the underside of your TR? Ever wondered where that rattling noise came from? Are you sure those underside nuts and bolts are tight?

Each TR will be placed on their ramps for approx. 5 minutes for a general inspectionnoting any areas that may require attention. Some cars may require more time than others to fully inspect and advise.

Also, many of us will then have lunch at the "Green Man" next dooralong with the Robsport team.

Don't miss out! Book NOW for this special event!
Contact Pierre today for an Entry Form .

Now your TR is ready for action . See Page 3 for some of the EVENTS open to LVG members :-

Mar.18: LVG Sunday Lunchtime Meeting

Mar.25: TSSC Blow the Cobwebs Run - Anglesey Abbey

Apr.4: LVG Wednesday Evening Meeting

Apr.6-8: TRR Spring Ball

Casa Hotel, Chesterfield (Look at the TRR website 'Shop' or contact the organiser, Dave Burgess)

Apr.7: LVG Cars on Ramps at Robsport (Note this is a Saturday)

[Cars-On-Ramps-2018-Entry-form-v2.doc](#)

Apr.7: Oakley Jumble

Apr.8: MK Classic Tour

Apr.11: Brightwell's Auction - Bicester

Apr.14: CVPG Trip to Bourton Motor Museum

Apr.15: LVG Sunday Lunchtime Meeting

Apr.15: Corinium Run

Apr.20-22: CACCC Springing-Up Tour (SU2018)

Apr.22: LVG FBHVCC Drive-It-Day (Destination TBA)

Apr.22: MAC Classic

Apr.29: Cambs Classic Tour - Duxford

May 1: LVG Committee Meeting

May 2: LVG Wednesday Evening Meeting

May 5: Nostalgia Forum Motorsport Film Show - Albury, Herts

May.13: Wallingford Car Rally & Parade

May 20: LVG Sunday Lunchtime Meeting

May 20: Chiltern Hills Rally

May 26: Deal Classic Motor Show (Note this is a Saturday)

May 27: Willington Dovecote

Jun.2: LGCCVCC Picnic - Halls Green

Jun.3: Stony Stratford

Jun.4-12: LVG members on trip to Honfleur and the Loire Valley

Jun.6: LVG Wednesday Evening Meeting

Jun.10: Luton Festival of Transport (Stockwood Park)

Jun.16: Bletsoe

Jun.17: LVG Sunday Lunchtime Meeting

Jun.24: CACCC Tibbles Tour (TT2018)

[T.T-entry-form-2018.doc](#)

[2018-T.T-Entry-form.pdf](#)

Jun.24: Falcon Tour - Puckeridge

Jun.24: Bicester Flywheel

Event incorporates the 'Classic and Sports Car 2018 Show'.

TRR will have a registered club stand, offering 30% ticket discount.

Jun.29-Jul.1: TR Register International Weekend

Events to select ...see LVG website for more !

Of special note for LVG team support :-

22 APRIL - "Drive-it-Day" ...details are a secret at present but contact Pierre if you want to be a part of this adventure !

18 JULY - "Shine & Show" @The Cock Inn, Broomfollowing the success of LVG's first event last August, this show is set to grow. Probably the best evening in July ...book it in your diary ! Details soon from Phil Sanford

14 October—An Autumn social LVG drive-outfinishing with a cream tea. Details cannot be revealed yet but just reserve a diary date. Likely to be 12 cars max. Chris & Pat Glasbey organising

We look forward to seeing YOU and your TR at meetings and events 2018



C. Copyright : Chris Glasbey

.....with thanks to John B.



Well, what to say about the year so far? Just one word sums it up for me – cold – and here's why. Counting the Stoney Stratford New Year's Day as the first LVG event of the year, the second was at the Bicester Scramble a week later. Starting in Hitchin, a growing 'curry' developed that resulted in five of our TRs getting together at the Super Sausage Café near Towcester for breakfast. This turned out to be a popular place not only for TRs but also for big motor bikes and Porches and judging by the scrambled egg and bacon I had, it's not difficult to understand why. Well worth a visit if you're over that way. The Scramble (the event that is) was a really good day but bitterly cold, despite the totally clear sky and very bright sun. There were hundreds of cars of all types parked in the technical areas and even more in the open car parks. What was really interesting was to see the huge range of small businesses capable of supporting old vehicles and aeroplanes, with most of the businesses open allowing visitors to have a good look inside (and to warm up a bit!). The LVG cars– with the banner on display - were parked alongside one of the buildings and attracted a fair amount of attention. I had separate conversations with two ex-ST employees who said that they had worked on the TR production line and both said they never ceased to be surprised that so many TRs were still being driven around. The only response I could make was that there is nothing on these cars that money can't fix, which brings me to my next point.

This was the day I found that the OS indicators on my TR wouldn't work when the brakes were applied and that the barrel of the OS door lock had disappeared! The lighting problem was as a result of the visit to the body shop in December, when a number plate fixing screw had pierced the cable loom and allowed smoke to escape from the wiring. I replaced the loom, filled it with new smoke and it's been fine ever since. I made sure that I used the genuine Lucas smoke as I am aware that most of the replacement smoke from China and other points East is inferior and cannot be relied upon. The main reason is that the cheap smoke is of inconsistent particle size and clogs up the workings of the many of the reproduction electrical parts currently available and causes them to fail prematurely. You have been warned.

January also saw the LVG having its AGM and KOL at the Mount Pleasant Golf Centre. The snow that came along deterred all but four TRs but general attendance was great. The slide raised quite a few appreciative comments but nobody mentioned the slide showing an old advertisement for WD40 that I am sure would not be approved today by the ASA. If you missed it, go to the LVG Facebook page and check out the video – where you'll also see details of the all the bolt types you might need if you are unfortunate enough to come across badly drilled holes. You don't have to join FB to look at it. Just go to Google (or whatever browser you use), enter 'Facebook Lea Valley TR' and you'll be on our



page. Alternatively, look at the LVG page on the TRR website and select the FB symbol. Either way, you'll be on our page and all you need to do is look a little below the ham, egg and chips!

While on the subject of photographs – we will be doing an LVG 2019 calendar so please remember to take lots of TR-related photos this year or else you'll be seeing a whole load more of my own car. One good event for photographs is the Deal Music and Motor Show held on Saturday 26 May, offering live music of 'our' era, a diverse range of vehicles, a beach, a pier and as much ice cream as you can manage. This is a Bank Holiday weekend so why not make it a break away from routine? There are already half a dozen LVG cars going along so why not join in and make a weekend of it? The event will cost you all of £4 and here is the link to the website: <http://classicmusicandmotors.co.uk/deal-classic/>. If you do enter, tell the organiser you're with the TRR LVG and then you can be assured of parking with the rest of us.

Pat and I quite like going to the occasional antique fairs and it was at a recent fair that I came across a book that gives a real idea of what it was like to be a motorist immediately after the start of the 20th century. It was produced by the staff of The Motor Magazine and provides all the information you needed to keep your car on the road – from how to make spare parts in your own workshop through to how to drive your car and this advertisement for electric lights sums it all up quite nicely. I have a later edition that includes a quote from Joseph Lucas that made me smile: 'Gentlemen do not drive after dark'.

And now for something quite different. How do you fancy a drive out in the TR, a paddle in the sea, a visit to a historic building and a tour of a vineyard with the option of buying some bubbly? It's not too late to join in the LVG visit to France in June and get the chance to do all these things in good company. Have a chat with Phil Sanford or David Dawson if this has some appeal – there is still space for this adventure.

Similarly, we still have a couple of spaces available for the Cars On Ramps visit to Robsport in April, so if you want to be able to see the nether regions of your TR in comfort and benefit from some expert advice from specialists, please let me know and I'll put you on the list.

I know that not too many people took on the frivolous challenges offered last year but I thought I'd try a nice simple one again, given that the current weather isn't conducive to being out much.

I travelled a quarter of the way by train, two-thirds of the way by plane, and the remaining 30km by canoe. How far did I travel by train, and how far by plane?

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IMPORTANT POINT

To the Potential Motorist.

When taking up motoring, the choice of the various accessories for your Car will occasion you some trouble. The lamp equipment—you require a good driving light without any mess or fuss; only Electric lamps meet the case. Your comfort and even safety depend upon efficient headlights when driving at night. C.A.V. lamps are incomparable.

To the Actual Motorist.

If you have oil or acetylene lamps upon your Car, you know full well with what feelings you view the approach of lighting-up time, and the prospect of driving behind a flickering beam. The adoption of the C.A.V. lighting system will turn night-driving into a pleasure, and add other comforts that you never dreamed of.

To the Chauffeur.

Your spare time is limited, therefore a leisure hour is all the more appreciated by you. Much time is saved with a car fitted with the C.A.V. Electric Lighting System—there being no messy lamps to clean; besides, it is more convenient and satisfactory for your employer. Bring it to his notice.

Write at once for full particulars of The Simple System of Car Lighting, to

C. A. VANDERVELL & Co.,

Warple Way, Acton Vale, London, W.

Telegrams: "VANTERIA, LONDON." Telephone: 1234 Chiswick (4 lines)



MSA Lifetime Achievement Awards ... Frank Williams & Murray Walker



Formula One greats Sir Frank Williams and Murray Walker OBE have received MSA Lifetime Achievement Awardsthe highest honour bestowed by the MSA Board in recognition of outstanding achievement over many years of motor sport.

Alan Gow, former MSA Chairman, presented the first accolade to Sir Frank at the Williams F1 headquarters in Oxfordshire. Between 1979 and 1997, Williams's F1 Team won 113 grands prix, seven drivers' championships and nine constructors' championships.



"This award came out of the blue but I really am very proud and will treasure it for a long time". Sir Frank said "I've enjoyed every single year I've been in Formula One, 48 to be specific. It has been hard work but very rewarding work and I'm truly privileged to have been involved in the world championship"

Murray, whose F1 commentary made him a household name, received his award in person at the MSA Night of Champions. He became a full-time F1 commentator in 1978. His comical errors, known as 'Murrayisms' helped make him a national treasure, while his passion, enthusiasm and longevity made him one of the greatest sports commentators of all time. "People used to accuse me of writing things on the commentary box wall to slip into the commentary but it's not like that" said Murray. "You say what comes into your head when you're watching the race live and that's what I did ! It's an honour to received this award, especially alongside Sir Frank".





Success Story for Twisted business



I noticed this in the business news last monthsomething which may be of interest if you missed it :-

An engineering firm that customises **Land Rover Defenders** has received a £2.3m funding boost.

TWISTED AUTOMOTIVE which was founded in 2000, modifies Defenders by adding features such as soundproofing, extra lighting and more powerful engines. The completed vehicles cost between £50,000 and £170,000 .

The North Yorkshire company employs 23 people and turned over more than £8.2m last year .

When Jaguar Land Rover stopped production of the Defender two years ago, Twisted bought 240 vehicles from the final production run. It will use the £2.3m funding, provided by Secure Trust Bank, to refinance the stock it has not yet sold.

Land Rover started production 70 years ago and introduced the Defender in 1983.

Jaguar Land Rover stopped production, blaming an outdated design that struggled to comply with emissions standards .



Take 2 the TR5 twins - or - Phil Sanford sees red ?!



The Mutterings of Muncer

The photo of a TR4 in snowy conditions on page 1 of the last issue of TRunnion, reminded me of my only experience of driving my 4A in snow – although conditions were not as bad as those in the photo.

The 1995 Haynes/RAC 2-Day Classic Tour started from the Haynes HQ at Sparkford, where we were told that “it might be a bit wet going across the moors”. After departing from the checkpoint at the top of Porlock Hill (hood up), we set off across Exmoor, heading south towards the overnight halt at Paignton – however, after a few miles “a bit wet” became “a snow blizzard”. Very gentle application of throttle and brake got us through without too much drama – until we came around a corner to find a Jaguar C-type (I think it was a replica but still very nice) broadside across the road, apparently crewed by two yetis. Now a C-type is a very open 2-seater sports-racing car (winner of Le Mans in 1951 & 1953) – the crew were dressed in all the right gear (leather helmet, goggles, waterproof suit), but inevitably were covered in snow. Pulling up alongside I wound down my window (naturally getting the full benefit of the blizzard) and enquired whether they would like to swap cars – “at the moment, yes please!” was the reply. So that’s how I nearly swapped a TR4A for a C-type.

I think it was this event where we first came into contact (fortunately not literally) with Mr. John Tibble, at the time the landlord of the Carpenters Arms in Harpenden, who I seem to remember having an “off” and parking his Mk. 2 Jaguar backwards down a bank, luckily with no damage –this was in the days before Mr. T had seen the light and bought a TR4A. All of which is simply a preamble to promoting this year’s C.A.C.C.C. tours.

I mentioned the **Springing Up Tour (April 20th-22nd)** to Dorset in the previous TRunnion – most of the usual suspects in 19 cars have signed up already, but if anyone else wants to join us, let me know and we will endeavour to find space at our hotel (Purbeck hotels are very popular).



Tibbles Tour (Sunday June 24th) is the traditional one-day tour, with the finish back at our HQ at the Carpenters Arms in Harpenden - the renowned (or infamous) Tulip road book, will be making a return on this event. Checkpoint venues and the 125-mile route have been planned - the start and breakfast will be at Mount Pleasant Golf Club (the LVG AGM/KOL venue) at Little Stondon – you get full English breakfast, fish & chip supper at the finish, rally plate, road book, all as part of your entry fee. Entry forms are available now (contact me and I'll forward one) - this event usually attracts a good turnout from LVG.

The Falling Down Tour (September 21st-23rd) will be based at the Bosworth Hall Hotel, in Market Bosworth in Leicestershire. Entry forms and further details will be issued later in the year.

Back to LVG events, and I have noted the date (July 11th) for the Shine & Show Night – I shall attend in the “Rolling Restoration” TR4A but only if the rules say you can't win the same award twice! I wonder if last year's real winner, the TR6 rolling chassis, will appear this year in a completed state.

Just a week earlier, on July 4th, the Luton Hoo evening takes place, which usually attracts a large LVG contingent, although maybe some of the regulars will be setting off to the Le Mans Classic? I haven't been to the Classic, but did go to the full 24-Hours race four times back in the 90's – the first time in 1990 when the Jaguars finished 1-2 (XJR-12's not C-types!).

Continuing on the sporting theme, it looks as though Angouleme will be the venue for my ration of spectating at classic motor racing this year, at the Circuit des Remparts in September. However, I have yet to find a solution to fitting a party of four in a TR – at least not for nearly 500 miles across France, so attendance at the event will be via Queasyjet to Bordeaux, and then a hired Eurobox. The circuit at Angouleme is “bijou” (it makes Monaco look spacious) – a lap of 1.28 miles with three very tight hairpins – must be hell without power steering – still Fangio managed without I suppose.

In the March edition of “Classic & Sportscar” there a couple of TR-related items – firstly, one of the TRS Le Mans cars, 927 HP, is for sale, complete with Sabrina



engine – Price on Request (i.e. if you have to ask, you can't afford it). Secondly, one of my racing heroes from the 1960's, Dan Gurney, sadly passed away in January, and his first competition car in 1955 was a TR2 - another hero, Jim Clark, also competed with a TR3 early in his career – these guys had taste.

Just seen a news item, where some guy has driven a TVR 20,000 miles, from what he reckons the most northerly pub in the world (somewhere in the Arctic) to the most southerly (at the bottom end of Chile). Apparently the car needed only one repair, a new clutch fitted in Nicaragua (didn't know they stocked TVR clutches there). What amazed me was that the guy chose a TVR (which we all know means **Totally Variable Results**) rather than a TR (**Totally Reliable** – well, most of the time). The pub at the end of Chile was by all accounts "pretty dire" – I would have thought that after surviving 20,000 miles in a TVR, any establishment would look inviting. Anyway, I reckon that we could do the most easterly to most westerly pubs – both must be somewhere in Greenwich – Woolwich Ferry or Dartford Crossing?

Finally, could there be an end in sight to a saga which has provided much entertainment in recent years? Many LVG members will have spotted my "Rolling Restoration" TR4A with the bonnet up, either at halts on tours, or at The Cock – this in an attempt to alleviate the on-going problems with fuel vapourisation. TR guru Pete Cranwell (who administers to the car so that I don't need to get my hands dirty), has felt for some time that the Stromberg carbs. were an underlying cause of the problem – certainly fitting heat shields and wrapping the fuel line in heat-resistant material, has not provided a cure (the exhaust manifold was fitted with heat wrap some years ago). So, the bullet has been bitten, and a set of SU's will be fitted shortly by Cranners. Watch this space – will the bonnet no longer be raised? Will I survive if the monthly bank statement reveals the cost of the exercise, and the problem persists? Anybody want a set of Strombergs?

Pete Muncer



TR3 - Jim Clark



Adoorwingmirrors

..... Mike (with Ben) Aldridge

Having been awarded the "Bright Spark" trophy for work on my car, I thought I should pen a few words around my last piece of work for publishing.

When I got the car 3 years ago, Ben was keen for us to fit snazzy bullet wing mirrors in place of the sole O/S flat mirror that was originally fitted. Little did we know that fitment of the N/S mirror needed precise attachment to enable it to be useful. For 2 years now we have had a great view of the hedgerows wizzing past. Post purchase research showed that I needed to get mirrors with 2 elements of adjustment and that was when the real search started. I wanted to physically see the mirrors before buying and the TR spares day at Stoneleigh in mid February gave me the chance. Bad Boy Classics (what an awful name) had some that looked to be what I wanted and so the deal was done and next was the job of swapping them over. Anyone who has tried fitting wing mirrors on the front of the doors on a TR5 will know that the gap between the inner and outer door

skins is small and needs dexterity and patience to get things right. The old mirrors simply bolted on, but the "Bad Boys" have a plastic seating arrangement that screws onto the door first and the mirror is held on by a tiny grub screw. Typically the old holes were not the same distance apart as I needed, so a third hole was drilled, but is nicely hidden by the plastic seating. After a bit of fettling everything came together about 5 minutes before I needed to leave for the Sunday LVG meeting at the Cock. I had removed the door handle to release the door card, but did not have the time to refit the handle until I got home. Thanks to Brian for giving me the tip to use a wire coat hanger (half cut through) to insert in place of the metal retaining bar on the door handle. Once inserted a Bend of the hanger snapped it off, leaving the right length bar holding the handle in place. Finally I now have a decent view behind me from my wing mirrors (I don't think you can ever say a good view, but I do like the look the bullets give the car). Good idea Ben.



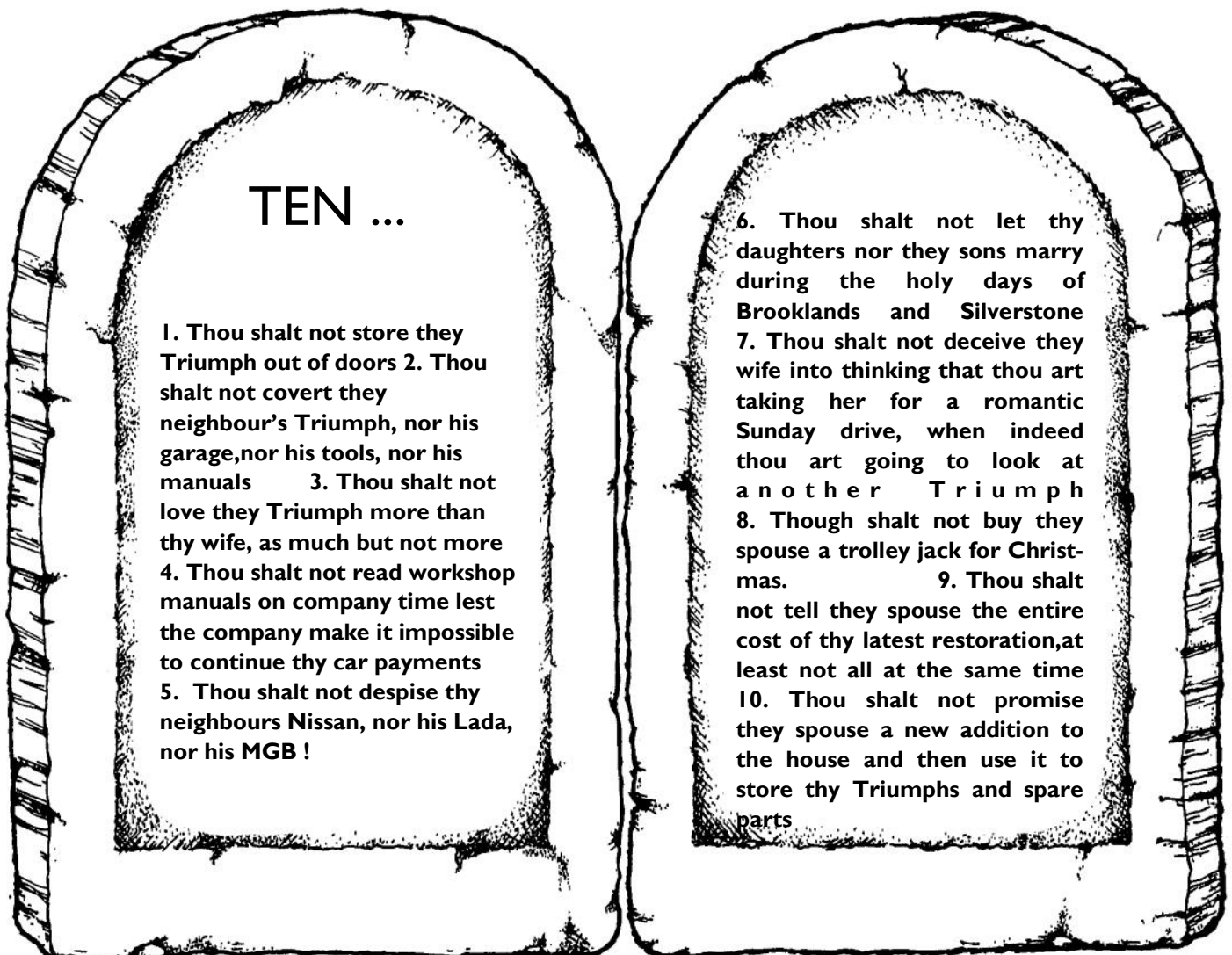
Miscellaneous

interesting copy of an article received from David Dawson>>

These photos were taken in CUBA by my sister this January 2018.....and these cars are still in common use as everyday transport and also Taxis. C.G.



The 10 Commandments of the Triumph Collector As submitted by David Dawson :-



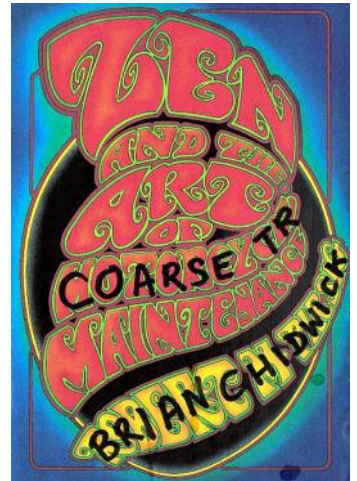
Preface

Having vacated the TRunnion Editorial hot-seat, I decided to begin writing an occasional series of articles describing some of my own amateur attempts to maintain my own TRs. I originally thought of calling it '*The Art of Coarse TR Maintenance - Forty Years On*'. Pierre may well recognise the significance of the '*Forty Years On*' part but only those who have been in the TR Register for a few decades are likely to remember various magazine and newsletter articles describing how to keep a TR on the road with minimal tools, skills or facilities. Some of us are still doing so and although we may have slightly more extensive toolkits and no longer have to work on cars at the roadside, the principles remain the same and big hammers, chisels, Mole-grips, etc are still indispensable. If you don't understand the significance of the title, then see Chapter 1 in TRunnion #20176 (Nov/Dec 2017) available on the LVG website.

Chapter 2 - Gearbox and Overdrive

One of the more daunting tasks faced by a newcomer to TR ownership and home maintenance is that of gearbox removal and replacement. Whilst I personally have never, nor intend to delve deeply into the internals of either the gearbox or overdrive, it is well worth doing the hard labour of removal and replacement yourself as there is little required in the way of tools or expertise and you will save several hours of garage labour costs. I have done this a few times (!) on TRs but when my TR3A was rebuilt and returned to the road in 2007 I never expected to have to do it again. However, as you may have read in TRunnion #20171, 2016 was a very bad year for transmission systems in the Chidwick family with first my son's Ford Focus being recovered from a lay-by on the A1 with a totally frictionless clutch plate and then myself and Lynda driving back from Wales in third and fourth gear in her heavily loaded Fabia with a horrendously noisy gearbox. Finally, en route to the TRR AGM, my TR gearbox decided it didn't like first or second gear and I had to force it into third and complete the round trip in third and fourth yet again. I really shouldn't have been surprised as the rebuilt box had been steadily deteriorating after the first few thousand miles and I had managed to rack up 34,500 miles of double declutching before it cried 'enough'.

So, once more the car went up on ramps and axle-stands and out came the seats and gearbox tunnel, but before removing the box, I decided to get the overdrive working and adjusted. It had given up earlier in the year with a suspected solenoid failure and I had already deferred removing the tunnel to change it until the winter. Now, despite the state of the gearbox it was still actually possible to select and use all four gears although the noise was hideous. After a final check on the electrical system the switch, relay and isolator switches passed with flying colours but, as expected, the solenoid was dead so I replaced it with a NOS Lucas solenoid bought about 30+ years ago from Cox & Buckles. I had fun fitting it as the plunger is different from the modern one fitted when the box and overdrive were both rebuilt. The new solenoid worked fine and as I had the back end up on stands I decided to run the box in all gears - the noise was horrible in the garage and without the tunnel and carpet to deaden it. Before adjusting the plunger and operating lever, I tested the overdrive by manually operating the valve setting lever on the right hand



side. The workshop manual details how to set this up so that a 3/16" rod (e.g. drill bit) will pass through a hole in the lever and align with a recess in the overdrive casing. This is normally done with the solenoid engaged but it is useful to check without operating the solenoid as it has been found that some overdrives (including a few in the Lea Valley Group) need to have the lever set a little further forward. Mine worked fine, probably as it had previously been rebuilt, so I was able to go ahead and install the solenoid and adjust the plunger and operating lever. After a good 15-20 minutes running I felt confident that the overdrive was fine and probably not in need of a second rebuild.

However, if you decide to test in this way, **please note the disclaimer regarding liability in this publication**. In particular, take great care not to have any loose clothing or rags which could get caught in the prop-shaft as it whirls around inches away from your nether-regions sitting on the floor. It's probably also a good idea to remove the rear wheels to reduce the noise and vibration during an extended testing session. To wind up the elf'n'safety brigade further, I confess to having driven TRs seated on a box or cushion with no tunnel in my younger days when testing newly installed engines and gearboxes of unknown provenance - but of course, I'm so much older now and wiser! Anyway, it was now time to actually remove the gearbox, nearly 30 years since I last did that by myself and I was instructed by Lynda in no uncertain terms not to attempt it solo this time.



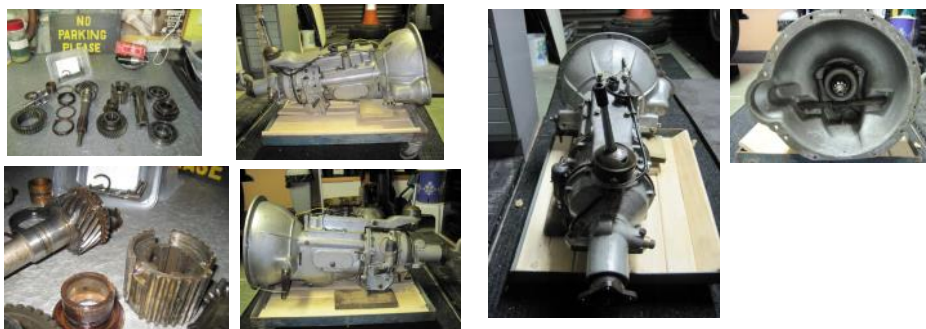
After contemplating the job for a few days, I borrowed a 30mm (1_13/16") socket to remove the overdrive drain plug and drained both box and overdrive. The amount of metal of all colours that came out of both persuaded me that even though the overdrive was working it could at least benefit from a thorough flush, strip and inspection.

I just thought I would make a start on removal by loosening off and removing a few bolts before summoning assistance but one does get carried away and as SWMBO was out for the morning, I decided to see if I could at least separate the box from the engine. The next thing I knew, the box was sitting on the floor of the car just begging to be free. A gearbox by itself is not that heavy or difficult to manage, but the A-Type overdrive adds a lot of weight and I didn't fancy lifting it out alone. However, it was relatively easy to roll it onto some rubber mats and old carpet and drag it out via the passenger door. Allelujah - pass the whiskey, it was time to celebrate!



Once the gearbox and overdrive had been delivered to Pete Cox for his magic touch, it only remained to decide what to do about the clutch. Since I had no concerns over it, I was minded to leave well alone as I know it is difficult to align the centre plate if removed and/or replaced. However, I discussed this with LVG's Technical Guru, David Dawson and he eventually persuaded me to bite the bullet and at least remove it for inspection, knowing that I would regret not doing so if it needed replacing a few thousand miles after refitting the gearbox. He even lent me his clutch alignment tool and came over to inspect the clutch personally once I had it on the bench. Comparing the centre plate with my spare which came from my first TR3A, the lining thicknesses were identical (total, face to face = 9mm compressed) and seemed to have plenty of life left in them, despite both having had many miles of use (probably in excess of 60,000 miles each). David agreed that it hardly seemed worth changing the plate. In my experience the spring-operated clutch cover used on the early TRs is much longer-lasting than the later diaphragm type and although it is heavier, I have no problems with that aspect so, given that the thrust bearing had already been changed, I decided to keep the entire clutch unit.

When we collected the rebuilt gearbox and overdrive, Pete was about to take a well-earned break after rebuilding 4 boxes a week. Needless to say, mine was one of the worst, and he has rebuilt it in a later (correct) TR3A case rather than the early case with a hole cut for the long starter motor fitted by a previous owner 40+ years ago! Photos show the old internal parts and it really is a wonder that I managed to drive a couple of hundred miles including speeds 'in the fast lane' with the racket that they were making. Like Lynda's Fabia gearbox, virtually nothing internal was salvageable but fortunately the overdrive just needed a good clean out to remove all multi-coloured swarf and careful re-assembly. Pete said that although he has quite a lot of stock, he has very few requests to rebuild the 3-synchro boxes so my gearbox now has some top-quality new parts and will hopefully remain reliably graunch-free and leak-proof for many years. I have retained the old gearbox casing as a garage door-stop!



As the Haynes manuals state, "*Refitting is the reverse sequence to removal*" which is fine in theory but rarely in practice. At least I had the sense not to try this solo and was extremely grateful to my son Ben and son-in-law Mark for their time, strength and patience (not to mention Mark's tool kit!). This job was every bit as bad as I remember from having done it several times in decades past when I was younger and fitter than today. Suffice to say, it involved the use of three jacks, three pairs of hands, a substantial quantity of coarse language and, at one stage, removal of the clutch to double-check the alignment of the centre plate with David's tool and the original input shaft! Nevertheless, it was very satisfying overcoming the obstacles, especially working with younger members of the family. Even the grand-children seemed impressed when they had a quick peek in the garage at the half-completed job.

The following morning, after filling with Penrite GB40 as recommended by Pete, we fired it up on axle stands again and tested in all gears and overdrive before replacing the tunnel. That in itself was a challenge, as the tunnel on side-screen cars is steel, which is good in that it adds more strength and rigidity than the later fibreboard tunnels, but has the interesting property that it springs out, making alignment of the bolts into the captive nuts in the floor a tad tricky. In true 'coarse TR maintenance' style, using a scissor jack strategically placed between the A-post area and tunnel, I managed to compress the tunnel enough to fit the remaining bolts.

Driving the car with the rebuilt gearbox and overdrive was (and still is) a revelation. Gear selection is stiff but otherwise everything works really well and it's great to have a 7-speed box again. After following David's advice to use the synchromesh for a fair while to bed the synchro rings in and probably also help to free up the gear selection, the gearbox is now as good as any I have had on any car, ancient or modern. I confess I do still occasionally double declutch to protect the 3-synchro box as much as possible (although I also like the noise it makes when blipping the throttle to down-shift). The only thing that does catch me out sometimes is having to lift the gear-lever to engage reverse - all the previous TR boxes I have had were so worn that this wasn't necessary!

Needless to say, the clutch is fine and we just reconnected the slave cylinder so didn't need to bleed or adjust it, although as the existing flexible slave cylinder hydraulic hose was slightly deteriorated due to oil contamination I replaced it with a Revington stainless steel braided hose a few weeks later. Finally, a few reminders/tips for anyone contemplating this job:

- If you have a 4-branch SAH (or similar) exhaust system and a modern high-torque starter motor with a fixed top stud, try to restrain the motor from escaping completely from the engine when you pull the gearbox away. If it drops down onto the exhaust there is very little room to get a hand in to replace it!
- Whilst you have the gearbox tunnel out, cut holes either side and make up cover plates to allow future replacement and adjustment of the overdrive solenoid and operation lever without having to remove the tunnel. This had deterred me from tackling the non-working overdrive for a long time so I have now done this. Other holes can be made for easy access to the isolator switches and the starter motor retaining nuts.
- This is advice from Pete Cox which I will be following later this year. After a few thousand miles it is worth changing the oil, but after draining the old oil, refill with a multigrade engine oil and run for a short distance, say 50-100 miles, to get it hot, then drain and replace with Penrite GB40. The cleaning agents in the multigrade will help flush out any remaining old oil and contaminants from the running-in period.

Brian Chidwick

Brighter screws for door trim

A suggestion to avoid problems with those fiddly original type painted caps covering the four self-tapping screws securing the door trim panels on TRs 4-6.

Why not simply replace them with chrome capped mirror screws, as I did many moons ago. I see that a suitable pack of four is available through Amazon for £1.78 delivered ** OK for the show purists these are not original but look as if they should have beenafter all, the chromed appearance matches the door pull (on TR4 and 4A), window winder and door handle.

Tim Hunt .

** Ed : just a note that you will probably need to spend £20.00 or more for the free delivery from Amazon.



Up for auction recently, I couldn't resist including this replica TR4 rally car :-



Letters

Hi Chris ,

When I worked for the AA and we did electrical training, the trainers would always comment on Solid state electrics (these things are full of smoke ! Don't let it out)

Regards, Mick.

Dear Ed ,

For the benefit of those who weren't at the combined AGM/Kick-Off Lunch, I thought you might like to print the attached photos of my award which was totally unexpected and much appreciated. Many thanks to all involved for the surprise and it's good to see that Trunnion is in safe hands and stepping up to a new level. Although TRs were in short supply, it was a really well-attended AGM and the venue and meal were excellent. From comments received, it seems we were fully justified in combining the AGM and KOL. Congratulations to all who received awards and finally, **a reminder that draft minutes of the AGM and first LVG Committee Meeting of 2018 are on the website.**

Following the bumper issue of Trunnion in January, I'm sure many other members, including those that are rarely able to attend meetings, will be encouraged to put fingers to keyboards to let us know what they get up to with their TRs, either driving, showing or rebuilding them. Failing that, they will have to put up with more 'Zen and the Art of Coarse TR Maintenance' articles from melet that be a warning !

Regards, Brian .





*A smoke & wires article
courtesy of Pierre*

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the r e c t i f i c a t i o n of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released its original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke reintroduced. An advantage over the cheap repro smoke kits currently available is the inbuilt exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit. Unlike the cheap, far-eastern replacement DIY smoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size. It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the usual big suppliers. Be forewarned, though, that it is not applicable to any British vehicle built after the d i s c o n t i n u i n g o f b u l l e t c o n n e c t o r s . This Genuine Factory Authorized kit contains enough smoke to recharge the entire fuel pump circuit on a TR6. There is evidence that the kit is able to repair the Kenlowe cooling fan circuit by simply replacing the fuse and injecting a small quantity of smoke back into the wires.

A Treatise on the Importance of Smoke by Joseph Lucas (Prince of darkness)

All electrical components and wiring harnesses depend on proper circuit functioning, which is the transmission of charged ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. Don't be fooled by scientists and engineers talking about excited electrons and the like. Smoke is the key to all things electrical

We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a large copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In

addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component n o l o n g e r f u n c t i o n s .

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works right afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they regularly released large quantities of smoke from t h e e l e c t r i c a l s y s t e m .

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks, and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defence secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, t h e l o g i c i s c l e a r a n d i n e s c a p a b l e .

Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around you can often find the faulty component by the undeniable and tell-tale smoke smell. Sometimes this is a better indicator than standard electrical tests performed with a volt-ohm meter.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a clear and logical explanation of the mysteries of electrical components and why they fail.

The question about bottom air.

Q: I wonder if you would do an exchange. I have some bottles of 'bottom air' that was supplied by Dunlop many years ago. The advantage is that it takes up very little space as of course when you get a flat the top air in the tyre remains perfectly serviceable, it's only the bottom air that needs replacing. I will wait your reply.

A: If this is the proper bottom air for a set of 4.00X 10 Gold Seals, we may be able to work a deal. We have a '68 Moke in the shop with original rubber, and the domestic bottom air keeps migrating out. It evidently doesn't have enough atmospheric British ambient smoke to fill the pores in the tyres.

SCOOP ...first images



RACETORATIONS ...new TR5 project. Spoiler available for all TR4-6



At “Racetrations” the modifications now include fuel injection for TR4s.

Photos taken by C.G. on 15/3/18

