



The

TRunnion

Communicating with Lea Valley Group and the world ...

Stay safely at Home with your TR

20204 MAY

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Monthly .

Letters, articles, photos ...please send as Attachments ...not in your email. Thank you.



Most of you will have received the **eUpdate** from TR Register HQ ...including the above , go to www.tr-register.co.uk/nhs

Please help the TR Register contribute towards the fight against COVID-19 and support the NHS with this special edition rally plate featuring TS2. All proceeds from every sale go straight to NHS charities.

Furthermore, we want to show the world our support by creating a video and photo gallery of all our TRs wearing their rally plates.

You can help in three easy steps:

1. BUY THE CHARITY RALLY PLATE [HERE](#)
2. TAKE A PHOTO OR VIDEO OF YOUR TR WEARING IT
3. UPLOAD YOUR VIDEO / PHOTOS [HERE](#)

Please go to the TR Register website
and buy your rally plate TODAY !
When you take a photoalso send a
copy to TRUNNION

Thank you .

200 plates sold in 2daysif 5,000 UK members bought one ?!

Buy yours - £10

#STAYATHOMESAVELIVES



WWW.TR-REGISTER.CO.UK

Stay Alert ...if not staying home.

Stay Home ..if not being alert.

Go to work ...if not working at home.

Work from home if possible.

If not working from homedon't use public transport to get to work.....even though public transport is available.

At work, do work safely in a socially distanced manner..... where possible. IF not possible, do some other thing.

Don't work at work if work is closed, which lots of work is because work isn't reopening if work is one of the places of work we were told to close.

After work, play sport and sunbathe but only with people you live with Not people you work with, unless you live with someone you work with.

Stay alert for the alert system which will wave about madly on a dial between green and red, where red means everyone is dead !

If you are sufficiently alert you might be allowed to be less alert after 1st June but likely everyone will go mad on Wednesday 13 May ... and the needle will lurch towards Orange, so being alert will revert to Stay Home and that will take us back to 23rd March !!

*Above received from a friend
Sunday 10 May*



What's IN

- 3 On the Drive
- 4 Looking Ahead
- 5-6 Non Drive-it-Day
- 7-8 Jottings from Pierre
- 9-10 Mutterings of a Fat Controller
- 11 The French Connection
- 12-13 TR5 Sculpture
- 14 Hearts for the NHS
- 15 TR250— the Wedding Car
- 16 Dolomite Sprint—the facts
- 17-18 What Katy did !
- 19-20 Back from the USA
- 21-22 Armstrong Siddeley
- 23-24 Our G. L. Meanders
- 25-26 Quiz Answers
- 27 The Big Train Set

TReditorial

These strange times continue and I expect we are all used to a routine by now in this state of "Lock-down". Suddenly a home becomes your castle, a shield from the outside world. Whilst the government say they will keep checking the 'R' number, we can but observe 'R' own guidelines.

Compiling Trunnion does take much time but it is satisfying to receive so much communication from LVG members but **don't stop** ...or the next issue may only be a few pages. Please keep those letters, articles, photos rolling in ! In a few weeks I will need to start the next promised issue. You may have stories and photos of events from the last year or three that could be retold. I hope that some of you may like to expand on the photo you submitted for the Non Drive-it-Day celebration with a story of life with your TR ?

Engineering and other interests beyond TRs are welcome and just when you thought you had seen the last of a Railway mention, we have two very different sized Train Sets in this issue ...and we even take to the air with a Spitfire!

I am itching to get back on the road with my TR3A, red-lining it through the gears and ripping down the 'B' roadsbut I will NOT. Most of us are retired and still have that Stay Safe & Stay at Home choice. I expect there will be a lot of madness on the roads in the coming days and Pat and I are quite happy to stay safe and also save petrolcurrently we can avoid visiting a petrol station for another 2 months plus, so won't waste it on a drive out.

Whatever your views, Stay Safeand buy the special TR Register rally plate!

Chris.

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Font & Size (if possible) : **TAHOMA - Size 10**

*but don't worry if you can't, everything accepted
and it may be possible to change it myself but life is too short and variety of text is OK anyway*

We will be back at our H.Q. The Cock Inn at Broom

.....just as soon as life gets back to normal ! Our Events Team have already promised that the first few WEDNESDAY evening meetings will be at The Cock Inngiving our full support to Nick, Michelle and the team. Good ales and great food ...we all look forward to seeing you sometime in the future, when life adjusts to the "new normal"



On Sunday 26th April 2020, share your

#DRIVEITDAYMEMORIES



Today - Sunday 26 April should have seen thousands of historic vehicles, with TRs amongst them, take to the roads across the UK to celebrate the season opening FBHVC National Drive It Day.

All enthusiasts are now urged to stay at home today and not partake in any non-essential travel for Drive it Day.

With thanks to all the LVG members who took part in this strange but somehow bonding event organised by our Events Team

Report and photos follow.

*LVG ...time
for a day on
the DRIVE!*



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Meetings Venue Unless otherwise specified, all group lunchtime meetings are on **third** Sun- day 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 SITES**TR Register :** www.tr-register.co.uk**TR Forum :** www.tr-register.co.uk/forums**LVG :** 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 : brian.c.trivg@btinternet.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

Revised Event Dates ??

There is no certainty as to when we will get back to normal but there are a couple of events that have been rescheduled which you may like to make a note of :

Fri 7—Sun 9 August : Practical Classics Restoration Show at the NEC. If you have already bought tickets for this show, they will be valid for any of the days.

Sunday 20 September : Standard Triumph Picnic at the Mercure Walton Hall Hotel, Warwickshire CV35 9HG. We hope to organise a group drive there and picnic in the grounds of the hotel. Facilities should be better at this venue than the previous one.

We will keep you posted at regular intervals when we get revised dates for other shows and events

LVG Events Team

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Here is a link to the **TR Register FORUM** ..and the way to Register / use it !

<https://www.tr-register.co.uk/article/2020/03/0225/How-to-sign-up-to-the-TR-Register-Forum>

What a brilliant response ! With thanks to all of us here for making it work....and the Events Team for the idea.



2020 Non Drive It Day

Following the advice from the FBHVC and the TR Register this year's Drive It Day was cancelled. It was recommended that all activities that involve taking a historic vehicle out on the road specifically for the purpose of Drive It Day should be abandoned. All enthusiasts were urged to stay at home on 26th April and not take part in any non-essential travel.

With the "showcase" for our cars gone, the Events Team decided that it would be a good idea for the LVG to stage a Non Drive It Day. This was to be held on the drive, garage, garden or shelf if the car is in bits.

We were blessed with a bright sunny day to photograph our cars and show off all the cleaning and polishing that has gone on over the last few weeks. Some pictures we received were very inventive such as Pete Muncer's car complete with face mask and Roger Payne's appearing reflected in his sun glasses. In all we received photos of 37 TRs and a good number of members other classic cars. I think it is fair to say this is the largest turnout we have had for Drive It Day and we would like to say a big thank you to all those who took part to make the day success. Hopefully we can hold the real thing in 2021.

Many thanks to Alison Payne who collected all the photos together and her husband Roger who assisted her. We hope to feature the cars on next year's calendar, a great incentive to buy one when they are available in November.

Events Team

2020 TRR Lea Valley Group Non Drive It Day Entrants

Name	Media	Car	Information
Nick Amey	Email	TR3	Originally a USA car, owned since 2015 and had complete rebuild, was red now black
Julian Hensman	Email	TR6	1971 owned 10 years, complete engine rebuild by Julian and Racetorations.
Brian West	Email	TR4A	1966 ex USA reimported in 1990, owned since 2016
Jon Marshal	Email	TR4 Dove	1963 converted by Harrington, owned since 2007 imported from Germany.
Jon Marshall	Email	TR4A	1966 ex Earls Court Show car, owned since 1988 originally rebuilt in 1991-94
Steve Cooper	Email	TR4	1964 bought in 2004 as a rolling restoration, now restoration has started in earnest.
Mike Rawlings	WA	TR4A	1965 purchased in 2015 as non-runner needing lots of attention. Recent engine re-build
Ray Perkins	WA	TR4	1965 purchased 2017, partial re-spray, engine rebuilt by TRGB, increased to 2.3 litres
David Dawson	Email	TR5	1967 owned since 2004 and original car with sympathetic upgrades.
Patricia Dawson	Email	TR7 V8	1980 owned since 2005, V8 engine fitted 1992
Nick Theze	Email	TR5	1968 owned since 2015
Dan Theze	WA	TR3A	Ex USA car subject to complete nut and bolt restoration by Dan and Nick
Mike Aldridge	WA	TR5	1968 owned since 2015, 2 previous owners, restored 1990 - 2003
Geoff England	WA	TR6	1969 owned since 2014, body off restoration 1993 - 95, all new interior leatherwork.
Jon Evans	WA	TR6	1971 owned since 2019, new chassis in 1991, it has spent its life in Herts/Cambs/Beds.
Andy Gostling	WA	TR4A	1965 LHD from North Carolina
Andy Gostling	WA	TR4A	1965 owned since 1990 undergoing complete restoration
Phil Sanford	WA	TR5	1968 owned since 2017 completely restored to almost original spec 2012/15
Dave Powell	WA/E	TR6	1975 ex Galveston Museum exhibit, purchased 1989, fully restored over a period of 20 years
Chris Glasby	Email	TR3A	1959 owned since 1975 restored by Chris in 1979/80 many mods for hill climb and sprints.
Phil Titchner	Email	TR3A	1959 ex USA, owned since 1990 and complete resto by Phil using all original parts and converted to RHD
Pierre Miles	WA	TR6	1973 CR Series 125 BHP owned since 2013 & covered 37k miles since
Shamsher Singh	WA	TR6	RHD with 350 small block Chevy V8
Shamsher Singh	WA	TR6	LHD with 327 small block Chevy engine
Paul Richardson	WA	TR3A	1958 rebuilt with new chassis in 92, owned since 1993, engine overhauled in 2017
Paul Richardson	WA	TR4A	1967 ex demonstrator, purchased 2014, engine overhauled 2018. 127k miles from new.
Brian Chidwick	WA	TR3A	1960 owned since Nov. 77 used as daily driver until 88 when crank broke. Restored by TRGB in 2005 - 07
Pete Muncer	Email	TR4A	1965 restored in the 1990s and owned since 1993
Geoff Brace	WA	TR6	1973 bought 1982 as only car, 4 new wings fitted and re-sprayed, 40k miles since.
Roger Payne	WA	TR7	1980 owned since 2012, full restoration by Roger.
Ian Robinson	WA	TR4	1964 owned since 2014. Major work carried out in 2000 and resprayed in 2011

Tony Bannard-Smith	WA	TR3	1956 owned since 1978. Restored and maintained by Tony.
Gordon Staple	Email	TR4	1964 ex USA reimported in 1999, owned since 2004
Dennis Bartle	Email	TR4A	1967 purchased 1980 and restored over next 17 years. Concours winner at 98 TRR International
Ian Finn	Email	TR3A	1959 owned since January 2009
Tim Hunt	Email	TR4A	1966 family owned since 1970, new chassis in 1997 + many upgrades, completed 20 RBRRs
Ian Thorogood	Email	TR6	1974 owned since September 2019, recent re-upholstered seats and new carpets

NOT QUITE DISCONNECTED JOTTINGS FROM EAST HERTS

Here we are, weeks into the pandemic known as Covid 19 – a name chosen to avoid the use of what was originally considered as the more accurate name of SARS-CoV-2, to avoid the obvious link to the SARS outbreak that killed so many people in Asia in 2003. Although the virus itself is correctly known as SARS-CoV-2 the disease itself is called Covid-19. It's the same type of distinction as between HIV and AIDS. The first is the root cause whereas the second is the effect. Now knowing that will not help anyone except those interested in ensuring you are saying what you mean rather than what you mean. If only politicians were in that group!

Following the advice of my advisor (scientific, health, finance, everything actually) I have been keeping out of her way by doing something intellectual for what turned out to be a couple of hours a day. It has been great fun partly because it is was related to motoring even though it didn't involve actually getting into a car. I am talking about what is known as Table top Rallying, or VTT where the V represents Virtual. If you look up VTT, you will find out about another of my favourite activities, off road cycling, as VTT also refers to Vélo Tout Terrain. Now over the years, I've done some pretty dangerous (if not actually stupid) things but none of them compared to the psychological pressure of having to submit the results of my VTT rally deliberations in the past 5 weeks to scrutiny by experts and all other participants. To put this into a context that makes a little more sense, I'll explain a bit more about the table top version of VTT. Skip the next paragraph if you're really not that interested in this particular rally.

Here goes. About 6 weeks ago, there appeared a post in the TRR website to advertise a VTT competition organised by HERO and ERA aimed at keeping rally enthusiasts sane during lockdown and to raise some money for the **NHS charities Together** to help those affected by the Covid-19 situation. HERO and ERA are two organisations that work in the world of historic endurance rallying using in the main older cars. These organisations decided to offer 6 weeks of challenges, one every weekday, that involved plotting routes on Ordnance Survey maps, using a range of route description methods commonly used in rallying. Each day the challenge required you to gather specific information on the route you had selected to be used to answer over the succeeding weekend a different question. This you then sent in to the organisers who issued everyone marks on their final answer with penalty marks being added up over the weeks and published online for all to see. There was a weekly entry cost of £5, with all donations going to the charities. As I write this with one week to go during which more people may join in the amount contributed is in excess of £12,000. Incidentally, the people responsible for setting the daily challenges are sisters Elise and Seren Whyte. They have made a name for themselves by competing and being successful in many long distance rallies, having driven a wide range of cars including a Standard 10 and in a TR4 (as noted on the TR Register website forum: <https://www.tr-register.co.uk/forums/index.php?/topic/69056-interesting-young-ladies/&tab=comments#comment-619837>). HERO has a scheme that allows you to



With thanks to Pierre
the photo depicts a
genuine Raleigh Plate

hire rally-prepared cars of very different types for all events. Here is a link to their main website: <https://heroevents.eu/>.

Right what else to note about the other hours of the days, besides walks to the 'local' supermarket for supplies: not a lot other than a failed attempt to fit a third brake light to my TR. Given my background in electronics this should have been more successful, but at least I know (or think I know) why things didn't work out as expected. I had successfully fitted one of these previously (albeit a different model) but that one 'went astray' during the respray the car had 18 months ago. On that occasion I had incorporated a separate item made by Kahtec that caused the third light to flash rapidly 4-5 times during the first second after the brakes were applied – something I thought very useful as an attention getter for following traffic. A flashing red light is however not legal on cars in the UK, which is why I didn't fit it this time. All went reasonably well up to the point I tested the lights before wrapping up. The problem that arose was that the new third light came on dimly whenever the sidelights were switched on, something I did not expect or want. With brakes applied the new light was really bright - exactly what I was looking for. There are I believe a couple of reasons why it also came on with the sidelights. The main reason is that I already have excellent led side and stop lights. The new lamp is a direct plug-in replacement for the original incandescent lamp, so I could probably fit the new third brake light and get it to work correctly if I chose to revert to the (relatively dim) original side/stop lamp. In place of a single filament for each function of the side stop lamp, an led lamp has a number of light emitting diodes for each function (be aware though that there are different designs of leds dependent upon the manufacturers design (they're not all the same and may therefore react differently). In the case of my leds, applying 12V to the 'side light' input results in the a voltage being put out by the led on the 'stop' connection sufficient to dimly illuminate the third brake light. The reason why I did not experience the same problem a couple of years ago is that this time I did not install the Kahtec unit which worked in such a way as to prevent the unwanted illumination happening. Not quite sure now how to proceed as I still think it advantageous to have the third brake light. Incidentally I try to refer to lamps and not bulbs as I believe the only place for bulbs is in the garden, and I am not a gardener.



The next project – yet to start - is to fit a triple air horn that will sound the same as the horns used in the support cars in the Tour de France. The car already has an air horn to replace the 'Noddy' horns fitted originally, so serious 'attention getting' is already available to me. The new horns are intended to be more friendly in nature. Yes, I know it's a bit silly but there you go – but it might raise a smile on someone's face and therefore no bad thing. Actually, it's a bit of a tribute to those superb athletes who set off every year on that rather gruelling event – I do believe many TR drivers, even LVGers, travel a shorter distance in their car every year!



That's it for now. As you can see despite the lockdown or possibly in spite of it, I can still write twice as many words than are needed whenever the opportunity arises. I'm told that it is because I can't wave my arms around when writing in the way I often do when talking. It's all to do with what I think is ensuring effective communication.

Stand by for herringbones and clockfaces. All will be clear later.

Pierre



The Mutterings of Mancer

First of all, a follow up to the question in the last Mutterings, whether our TR's and classic cars in general should be in lockdown (as strongly recommended by FBHVC). On Easter Sunday, we went for our usual 40-minute local exercise walk – on our way back home, a very smart 1960's -vintage Chevrolet Corvette snarled past – the driver and his attractive blond passenger clearly were enjoying the relatively empty roads and the sunny day. Not surprisingly, my immediate reaction was "that car should not be out there", followed immediately by "especially if my TR is not allowed out". Given the current circumstances, I think the Corvette driver was sending the wrong message to the general public. Anyway, let's hope it will not be too long before we are all allowed back on the road again.

My thanks go to Brian West, for revealing that the "mini-Jaguar Mk.2" I saw recently was in fact a Nissan Micra-based device – I really did think that I should have gone to Specsavers. I wonder what it costs to have your Micra tarted up to look like a Jag.

Wayne Scott's tribute to Sir Stirling Moss in the previous issue was a good summing up of the great man's career. Stirling Moss, along with Jim Clark and Graham Hill, was one of my heroes, and the fact that the greatest driver of his era (after Fangio had retired), never won the F1 World Championship, to me showed that the points scoring system was all wrong anyway. In 1958 for example, Moss won four G.P.'s (one in a Cooper, three in a Vanwall), but the championship went to Mike Hawthorn (by a single point), who only won a single race in a Ferrari – just didn't seem right.

Unlike the Grand Prix stars of today, who only compete in F1, Moss was a winner in just about everything – rally cars, 500cc F3 cars, F2 cars, sports cars, GT cars, saloon cars, as well as F1. He never drove in was the Indy 500 – although he did do the 1958 Monza 500 race, and had a high speed shunt (luckily without injury) when his Maserati's steering failed on the banking at 170mph. As Wayne recorded, Moss also set speed records on the Bonneville Salt Flats in MG EX181, and at Monthery in an XK120. I never saw him race in his professional career (pre-1962), but I did see him driving a variety of superb racing cars at the Goodwood, Silverstone, Le Mans and Portimao classic race meetings – I remember especially a wet race down at Goodwood, with Moss in a Maserati 250F and Jack Brabham in a Cooper-Climax, having a wonderful time dicing with each other – magic!

The story I like that sums up the impact that Moss had, not just on motor racing but on life in general, concerns a young Ayrton Senna (so this was in the mid-1980's, long after Moss had retired) – Senna was stopped for speeding, and inevitably the traffic cop greeted him with the words "who do you think you are – Stirling Moss?" – says it all really.

I was impressed by the routine adopted by our esteemed Editor, now that a TR on the road is banned – in and out of the garage followed by a gentle warm-up – sounds a good exercise plan, but what about the TR? Anyway, my 4A had not been started up for three months, so just after Easter I pushed it out of the garage onto the drive – and then realised I hadn't cleaned it for about six months! Out with the bucket and sponge first, before any firing up attempted – which was then a bit of an anti-climax – three long churns on the starter to get the fuel through, then a few seconds of spitting and coughing (the car not me), before ticking over happily in the sun (the car and me). At this point, normally I would be into the car for a few miles around the lanes, but sadly just back into the garage this time. Of course, on Drive It Day That Wasn't (April 26th), the car will have been pushed out again for the Great LVG Photo Shoot – not sure if there is enough room (2 metres) between the TR and the campervan though. Talking of the campervan, a deflating tyre occurred recently, and I have found that trying to inflate a tyre to 58psi is bl**dy hard work just using a foot pump (for me anyway) – although 28psi on the TR is not a problem – maybe I need a powered tyre inflator.

One of the slightly irritating aspects of the current lockdown situation is that there is too much spare time – so DIY / decorating / gardening projects all become things to keep you occupied. It seems that we will have to deal with a few more weeks of restrictions yet, and it is looking increasingly likely that the CACCC Tibbles Tour will have to be postponed from its' current June 28th date – hopefully the Falling Down Tour in late-September will be OK. Of course, when we are allowed out again to drive our cars, classic tours and events will be very popular I imagine. Anyway, this lockdown period would have been a good time to plan tour routes and use the internet to research venues to visit. Trouble is, I did all this over the winter before Coronavirus struck – so I have the routes for Tibbles Tour and the Falling Down Tour already mapped out and prepared, just need to be allowed to go out and check the route and mileages – oh well, better early than late.

However, it appears that certain LVG members have other ways of spending their time. The secret is out – Brian Chidwick has been playing with his radio-controlled puff-puffs (or should that be choo-choos?) in the garden. Well, he isn't the only one - I assume my Fat Controller role regularly also. However, let us get one thing clear right away – Brian's is bigger than mine by some margin (pause for comments) - mine fits in what used to be the spare bedroom (see a couple of pics to give you the idea). For any steam buffs and those of technical nature, my layout is 00 gauge / 4mm scale, set in 1957 in South Devon (i.e. before any nasty diseases appeared on the scene), and takes Kingswear station as its' inspiration, just across the river from Dartmouth (although any resemblance to the real thing is probably a mistake). Incidentally, most railway models are manufactured in China nowadays, so the virus is having an impact on the supply of new models – just my luck, as my ancient GWR 53xx Mogul loco is suffering from a nasty case of bulged wheel centre and waddles its' way along the track – I bet you don't get that problem on a TR. Where is that Brunel chap when you need him?

Anyway must go – the 3.20 local to Newton Abbott is due to depart.

Chuff-chuff for now.

Pete Muncer



Ex-LVG Group Leader's TR6....now living in France

Good to hear from Julian & Magdalena Hensman who have been living in Dordogne, France for three years now. They naturally took the TR6 with them



Julian reports : "A year and a bit back, I completely rebuilt my engine (thanks to a lot of help from Racetorations); a long term ambition to learn how to do it. I was planning on writing the story of this event for Truncheon but sadly have never got around to it. So here are some snaps of the rebuild evolution"

Thanks Julesand look forward to printing your full story very soon Chris.





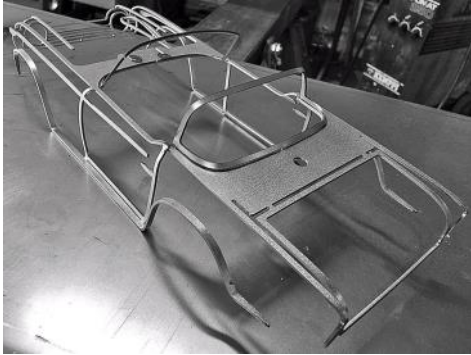
LVG member Nick These commissioned this sculpture

After seeing other sculptures produced by Dave Clark, Nick discussed the possibility of creating a sculpture of this Michelotti shape and wondered how it would look.

The result speaks for itself. It was designed, laser cut and folded by Dave Clark Design and painted by Full Range Finishing.

Dave uses FRF for powder coating and wet spraying of his other sculpture creations. He has created sculptures of other cars and also aeroplanes.





*With thanks to Nick and Davea whole new dimension to featuring a TR5
and also the Spitfire....*



Safe at Home, Not Stuck at Home



Safe at home and not stuck at home is a luxury that many of our frontline workers are unable to enjoy in these unprecedented and epoch-making times of lockdown.

Yes, we are being told that staying at home, helps to protect the NHS and saves lives, but with all this extra time on my hands, the garden has never been tidier, cupboards and drawers emptied and decluttered, there had to be some contribution I could make somehow, other than keeping the sofa still!

I had heard of people making 'pocket hearts' as a way of saying thank you to all those working to keep the rest of us safe, care for those unable to care for themselves, empty our bins, deliver the post and keep the supermarket shelves full.

Fortunately my glass workshop is in my garden, so I am in lockdown, able to carry on doing one of the things I really enjoy, being creative with glass. I decided to have a go at making glass hearts, small enough to fit in a pocket, to be a token of appreciation.

I asked a friend of mine, who is an anaesthetist working in intensive care whether he thought the glass hearts were a good idea and over 600 hearts later, I think the answer is yes!

Some of the hearts have gone to nurses, carers, some to ambulance drivers and others have been given to patients, with a matching heart going to a family member who is unable to be with their loved ones or visit them in hospital.

We have seen some extraordinary acts of kindness, selflessness and bravery over the last few weeks and I am pleased that I have been able to express my gratitude for all that is being done.

Sharon Korek



Hi Chris,

Here are a couple of photos of our TR250 which was used last year as a wedding carfor the marriage of my god daughter in Cambridgeshire.

I have also added a photo taken at the Goodwood Revival last year.

Paddington goes everywhere with us.

We have had the car for over 20 years and had a lot of fun in her ...been to Ireland and France doing regularity events.

Can't wait to get out in her again soon.

Tim & Penny Somervell

Thanks for your letter and sharing the photos. I know we are all itching to get back on the road a.s.a.p.





The World's first mass-produced multi-valve car ...

A few facts about the Triumph Dolomite Sprint before you read the following story about **KATY ...**

Sporting looks and strong performance have long been 'Dolly' Sprint hallmarks, but what should you look out for when buying one? We have the answers...

Genuinely sporting saloons have been popular for decades and Triumph got in on the act in 1973 with the launch of the Dolomite Sprint. Its 2.0-litre engine was topped with an alloy 16-valve cylinder head and single overhead camshaft, giving it genuine pace. It still feels decently brisk even by today's standards with a top speed not far short of 120mph and a 0-60mph sprint time of less than nine seconds. A modest kerbweight makes the most of the 127bhp on offer and the engine thrives on revs and delivers its performance with a satisfying exhaust rasp. Twin SU carburettors deliver terrific throttle response and a car that's been properly set up feels lively throughout the rev range. Decent torque means it'll pull cleanly from low revs too, making it as friendly around town as it is on the open road.

A slick-shifting gearbox improves the Sprint's long-distance cruiser credentials although motorway refinement isn't a particularly strong suit, even when combined with the optional overdrive. The automatic gearbox is smooth enough in everyday use and blunts performance less than you might think, so it's well worth considering.

Elsewhere, accurate and well-weighted rack-and-pinion steering boosts driver enjoyment. The brakes deliver plenty of pedal feel and neutral handling and decent ride quality ensure that the Sprint provides plenty of fun on twisty B-roads. The cabin is a good place to be and offers ample room for four with pleasing luxury touches such as wooden dashboard trim and door cappings. A surfeit of dials adds to the sporting flavour and the driving position feels spot-on despite seats that ultimately lack support when you press on in the corners. On balance, though, the Sprint is a beguiling mix of the civil and the sporting.

VITAL STATISTICS

Engine	1998cc/4-cyl/OHC
Power	127bhp@5200rpm
Torque	124lb ft@4650rpm
Maximum speed	115mph
0-60mph	8.7sec
Fuel consumption	25mpg
Transmission	RWD, four-spd manual/three-spd auto

What Katy Did ...

For those of you who remember 1872 (most TRR members are old enough), this is the title of a Children's book and series detailing the life of a 12 year old American girl. For some others , it is a stocking and lingerie store that has its origins in a 1999 Camden market stall. I will leave you to Google it.



For Phil and Mike, Katy is the name that the one previous owner gave a 1978 Triumph Dolomite Sprint in Mimosa yellow, that they purchased in December 2019 to undertake the Round Britain Reliability Run in October 2020.

The RBRR is a bi annual event run by Club Triumph and open to any Triumph, which first ran in 1966 and takes place over 24 hours, now starting from Knebworth House and going to John O'Groats, then Lands End and back to Knebworth. A distance of nearly 2000, so an endurance test for both the car and drivers.



The story starts, with Phil saying he fancied doing the event, but we both agreed that the limited cockpit size of either of our TR5's was at best snug and in reality we didn't relish doing 2000 miles practically non stop in our current cars. Thoughts spread to a saloon and what better than a Dolomite? Well a Dolomite Sprint. I would add here that the T&C's say you must have a minimum of 2 drivers per car. We quickly decided 3 would be the ideal number, one to drive, while one navigated and one slept. Phil's son Mark is our 3rd man. Phil believes he will do the first and



last hours drive (he wants the glory), while Mark and I do all the donkey work for the other 46 hours (dream on Phil). How hard can it be? Tim Hunt has taken part over 20 times in his TR4A, finishing on all bar 2 occasions.

The CT entry list opens in December and the initial 125 slots were all taken in 5 hours. Due to the demand, this has been increased to 145 for this years event and still has a reserve list. We secured slot number 81.

So what's Katy like?

We sourced her via the Triumph Dolomite Drivers Club forum and replied to an advert within 5 minutes of it being posted. Her 80 year old lady owner had her from new, but was finding the lack of power steering a disadvantage, so purchased a small Toyota. Despite having her new modern vehicle the decision to sell her beloved Katy was very difficult. Her husband was the sensible one, realising it was time to pass Katy on to a new owner (s). Phil and I travelled to Wroxham in Norfolk and saw a very tidy 55k mile one lady owner car, just wanting to be purchased and driven like Triumph intended. The RBRR will certainly do that. The only mechanical issue with the car was the overdrive was intermittent, but the lady owner assured us it was just a loose electrical connection (yeah). Well now you know we own it and in future issues of TRunion, you will be able to read more of What Katy Did.

Mike Aldridge & Phil Sanford



The Dolomite Sprint was successful in motorsport, in the hands over Tony Dron, Andy Rouse and others.

Back from the USA

Dave Powell



I bought my 1975 TR6 on a whim in 1989, when I saw it unloaded with a load of other cars that had been bought by a friend of mine.

He flew out to the states to buy a particular historic car that he was interested in, which when he arrived was on display in the Galveston Motor Museum in Texas. The owner explained that he was closing the museum, so encouraged my friend to also bid him on any of the other cars he had on the premises. As well as the American classics on display (like 57 Chevy and Stingrays and every muscle car you could think of) he also had Bentleys, Aston Martin, E-type Jags, MG's and a few TR's. Whilst the showroom was full of shiny display cars, the workshop had a vast selection of cars awaiting a tidy up.

My friend did no more than buy all 120 cars, ranging in vintage from 1902 to 1982 and had them all loaded in containers for a leisurely cruise back to Harwich docks.

I was looking round some of the cars that were brought back and being prepared to go into an auction at Alexandra Place, when I came across this particular mimosa yellow TR6. It was definitely in the "needing a tidy up" category. It must have belonged to a Texas oil worker as there were notebooks and other personal effects still in the glovebox, all with the oil drilling company logo.

After 14 years in the Texas desert sunshine, the car was completely sun bleached and looked like it had never had the hood up by the faded colour. All of the interior was faded from black to grey and the heat had dried out the foam in the seats to a pile of crumbs on the carpet.

I then looked underneath the car and under the wheel arches and could only find dust. I put my hand up around the headlight where the road mud all packs in ...and again dust.

After years of fighting rust in every car I had ever owned, I just thought 'I have got to have this car'.

I borrowed some trade plates as it was obviously on a US registration and took it for a short drive and then plonked it into my parents nice warm garage, where the car then started its long term of incarceration. I continued running a business and raising a family with no free time but eventually, after about ten years, I completed a large extension on our house including a double garage and decided the time was right to finally bring the TR home.

I brought the car home from my parents garage and started with a flourish, stripping the car down to a rolling shell ready to start converting her back to r/h drive. With the engine sitting on a bench and half of the children's playroom full of boxes of bits all flagged and numbered ready for refitting, work continued for a few weeks when I had a spare moment.

I went to car jumbles at Stoneleigh and similartrying to buy the r/h drive steering rack and other parts and one item that turned out to be rarer than hens teeththe metal dash panel that sits behind the wooden dash.

I discovered that my TR was far from quick as by 1975 the US fuel emission restrictions were getting ridiculous and my TR6 had a Stromberg carb, a low compression head, low lift cam and a bizarre air recirculation pump, producing just 105bhp. Following endless advice over the years, I was also searching for a pair of SU carbs and in the meantime had 40 though skimmed off the head.

Needless to say, free time was still my enemy, so the years rolled by! Fast forward to 2010, until a lifelong friend of mine visited for a BBQ one weekend and he challenged me to get the car to a steerable rolling shell and he would pick it up on a transporter and get it painted in his bodyshop near Norwich.

Time now to work on the engine, which I had in a hundred pieces. The top end was complete but with the passing years, had gone unleaded, so the head that I had skimmed and rebuilt, still had hardened valve seats. Whilst getting a massive list of engine spares from TR London at Chiswick, I was offered a part exchange for my engine for a fully rebuilt unit to early 150bhp spec, which I couldn't resist. Whilst throwing money at the problem, I also did a deal with them to exchange the gearbox for a unit with overdrive that mine sadly lacked.

By the time I got the engine and gearbox to my mates workshop, he had decided to lift the body off, so he could paint the chassis and underside of the car to maintain it's rust free condition. This gave me the opportunity to whip the diff off the chassis and give it to TRGB to send away for refurb, as they are a pig to remove with the body on.

To a gleaming chassis, I lifted all new springs and rear shock conversion and nylon bushes and then brake discs, pads and calipers and copper brake pipes. It was then ready to reunite with the painted body shell.

The amount of paint that was put on the car was crazy, as the paint code produced 2 batches of paint that dried with a slight greenish tinge. They ended up mixing their own paint until they achieved an exact match to an original paint colour behind some trim.

Many weekends later, the interior refit was completed and the recovered leather seats fitted, so I was able to drive her around the yard for the first time in decades. Finally the tax paid import certificates were dug out along with the original US log book ...and exchanged for a V5 and a UK reg.

Now able to legally hit the road, I took the car out on a few trips, driving very steady as I wanted to run in the rebuilt engine and also I was still using the original American Michelin red wall tyres, that amazingly were still in incredible condition without any signs of perishing but even so were at least 34 years old.

Prior to assembly, I had asked TRGB to send away the 1.3/4" SU carbs that I had purchased many years previously for refurb and they had come back looking brand new but I was now having trouble getting them balanced and the car was not running well. The spark plugs pn 4,5 and 6 always getting coked up but the front 3 looking the perfect colour. Everybody had an opinion and advise but all to no avail, so I eventually took it to a rolling road out at Wimpole. Peter Baldwin has been tuning cars for decades and races a Mini Cooper 'S' ...so is very used to working on twin SU's. He discovered that one of the needle jets fitted when the car was overhauled was 20 thou too large, so was not shutting off the fuel, hence why plugs were always coked up. With that problem solved, Peter fitted the correct jets and the TR was ready for the rolling road. To his amazement, he pointed out the dwell angle on the crypton tuner, showing that when he revived the car, it retarded as opposed to advancing and was completely baffled. He said he had never seen this happen before and suggested I speak to the "Distributor Doctor" for advice. To get moved on, we removed the suction pipe and set the car up with static ignition ...and now had her running sweetly.

I spoke to the Distributor Doctor the next day, and he immediately said "Oh you must have a mid-seventies US spec car then"and went on to tell me that again because of US fuel emission restrictions that Lucas had produced, a retard only distributor was fitted to many export cars in an attempt to get them into the USA. As well as the TR, they were fitted to some MG's and Austin Healey and others.

The car ran very well in that set up, whilst I searched for a replacement distributor. I checked again with TRGB. They said that they had found a supplier of replacements and were trialling them on a couple of their own cars and then if successful, would make them available. The reports back were all good, so I managed to get a replacement and get it fitted before we set off on the "Coast to Coast" run (June 2019), which has improved performance as well as economy.

My TR is far from a concourse thoroughbred, following its conversion back to r/h drive and UK spec (minus the fuel injection) and its list of replacement partsbut it must be one of the most pristine 45 year old bodysells on the road ...which is why I foolishly fell in love with it all those years ago.

During all the dismantling, the only rust I found was some surface rust and bubbling paint under the clutch and brake reservoir, where somebody had been clumsily topping up.

The TR now only goes out on dry sunny days and I am sure that the rain we drove through in Wales last year during the 'Coast to Coast' trip was the first rain the car has ever seen.

The only downside is that not long after she finally got back on the road, I developed MS and in the following years I now find it difficult to drive the car, so rely on Jane and other friends to drive me about. At least I can enjoy part of the TR experience, as well as meeting up with you guys.

I keep thinking I need to sell her to somebody who can enjoy the drivingand get myself an automatic classic to get out and about inbut after 31 years, albeit mostly in bits, it will be hard to say goodbye.

Here's looking forward to virus free motoring! The biggest challenge will be social distancing within the front bar of the Cock.





1935 17hp Armstrong Siddeley

Tony Bannard-Smith

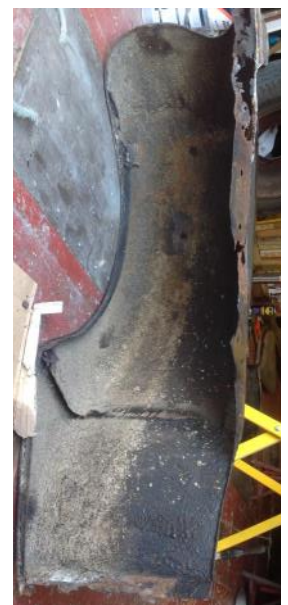


Having bought the car from the Lower Stondon Motor Museum after closure in Easter 2015, my restoration strategy was to do only what is needed to get it running and be reliable. Generally, this means minimal invasion, lots of searching for information and parts, and only a trickle of expenditure. This plan works, but you need loads of time, a willingness to fettle parts, and only make new as a last resort.



I was well on schedule with my target timeline: the 100 year celebrations of the Armstrong Siddeley marque by the Owners Club in Coventry, 14 July 2019, except I was ready too early. I was in the mood.... what else could I do for the first showing of this car? With 3 months to go those rust patches low down on the front wings...?

The one-piece wings and two support stays bolted to the outer sides of the chassis rails were removed relatively easily, first removing engine under trays, the horn, head & side lights, shock absorbers etc. and hanging the delicate cabling out the way. All parts were photographed and sketched, and as I thought, the adjoining surfaces of the wings to chassis rails were heavily rusted. The support stays were in terrible condition and fibre glass patched, but carefully removed to be templates for new ones. I keep a daily workshop log – and only 15 hours per



wing needed to get each off, but that was the simply bit. After underside tar removal with the hot stripper gun, it was off to the sand blasters to turn the wings into 'colanders'! Then began hours and hours of MIG & gas welding, bending, hammering and grinding. Four new wing support stays and a spare wheel tub were manufactured locally (£620), the Luvax shock absorbers were sent off for refurbishment (£504), and the next biggest spend was filler, sanding discs and cellulose paint: Jet Black and Richelieu Red.

In terms of hours – I underestimated big-time. At a friend's paint shop, I was spending 30 hours per wing just to prepare the outer surface. As on the TV programme Car SOS, the count-down was on but only with 4 days to go did I relent. There was no way the paint was going to dry, not to mention the midnight oil needed to re-assemble everything.

On Sunday 14 July 2019, the car was trailered to Coventry but did drive under its own power to the arena. Some (established) Club members thought I was building a hot rod... but other 17 hp owner-restorers came to express their support. Next Instalment: why refitting the wings took another 9 months.

Tony.

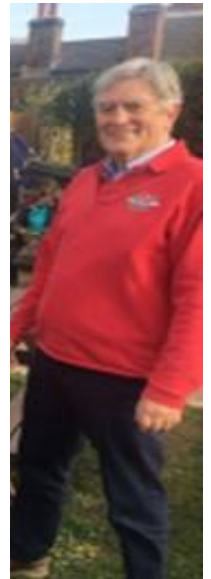


Some meandering thoughts from your GL

This should have been a pretty busy for active TR owners but other things have got in the way. From a personal perspective, I'm still not driving after a stroke many weeks ago and am still waiting to take refresher driving lessons to safely practice the simultaneous thought processes essential to safe driving. Sad to say that in my own mind I know I am not yet ready for that, Strangely enough, riding a bicycle a few times recently has illustrated this perfectly - even the simple act of sitting on the bike and moving off. Despite the fact I've been regularly riding bikes for 70+ years getting properly coordinated to riding away from the kerbside has proven bothersome especially if the feet do not get into the strap cleanly the first time I try. It's OK once I get going until something unexpected happens, such as being cut-up by a vehicle or a pedestrian stepping out into my track. Deciding what to do next I find is surprisingly difficult and time consuming. At least I've moved on from taking a long time to choose between having a cup of tea or coffee. Having said that I know I was lucky that the effects of my stroke were relatively mild compared to what many have suffered but even then not being confident on a bicycle has made me really appreciate the problems others have to accommodate. As easy as riding a bike is an often used simile for something that is patently easy, but not by me anymore. I know I am improving as I've been able to win the occasional game of Scrabble – not exactly time critical processing but still – for me, rather taxing. Enough of that, it hasn't stopped me getting TR withdrawal symptoms. The TR has covered just 27 miles since the beginning of last October, nearly all of which was done while the car was away for its annual checkover and MoT in the care of Robsport. They very kindly arranged for it to be collected by trailer and returned home again – thank you Kevin - so a pretty painless event all round and great service by those very nice people up the road and other than new brake pads, nothing unexpected was found in need of attention.

Sadly Covid-19 has put paid to some events to which I was really looking forward the VE Shuttleworth flying day has just passed and I really do like aeroplanes, although unsurprisingly, I prefer the noisy military jet variety to those of the relatively genteel stringbag era. I suppose it's a bit like preferring a rorty TR to a more genteel but very capable MX5.

You will all know by now that the LVG trip to Holland has had to be cancelled. Now that is a real shame especially given the time and effort Phil and Mike have put into setting it all up. Driving in mainland Europe is always something I savour – low traffic density and smooth roads although of course that is not true of everywhere the other side of La Manche. However I do know that I am not alone in swearing at UK traffic when heading home from the channel ports. Right now I am on the horns of a dilemma (cue Frankie Howerd exclamation!) regarding the next big trip for Pat and Last year, we thoroughly enjoyed a 3 week trip to Italy covering about 3,000 miles courtesy an excellent little company called Country Lane Tours. Next year that company is planning a Chateaux, Champagne and Circuits tour in France, that includes the Loire valley, touring Champagne providers and calling in on several old time motor racing circuits. In my own mind this seems a pretty perfect combination of interests even though there isn't much space in a TR to bring home much stuff. We are having to choose between that idea and another that involves visiting Scotland and many of its islands (Hebrides, Orkneys, etc) organised by a well-known classic car tour provider. Scotland is great for classic car touring (but for how much longer, given its increasing popularity?)



We'll have to make up our minds soon I think. And I am still considering the 2021 Le Mans Classic postponed from this year . . . so much from which to choose.

One of my big regrets about this Covid situation is that our events planning team (Phil and Mike) have put a lot of effort into selecting and initiating several excellent events/activities that have had to be cancelled, even though social distancing in a TR is pretty easy. But there you go, We are not in charge of our own lives right now Anyway, a real shame that all their efforts have been dashed but we can at least look forward soon to a virtual pub meeting without the bother of driving home afterwards. The sooner we can all get to The Cock again , the better.

And just to finish a big thank you to Chris Glasbey for coming up with the Easter Eggstra TRunnion followed by more interim issues Don't forget to put pen to paper (or rather the modern equivalent finger to button or pad to board). Come on, it's easy to come up with stuff to send to Chris – we all have something we want to say don't we?)and we especially like inputs from the fairer sex (almost regardless of topic).

Very best wishes to you and hope to see you all very soon somewhere.

Pierre.



ZOOMing in on a Committee and Co chata suspicious bunch !



QUIZ on things TRIUMPH - Answers !

As the title implies this quiz is all about things connected to Triumph cars. It is just for fun so please do not Google your answers. There are no prizes apart from the satisfaction of completing the quiz. Email your answers to p.sanford051@btinternet.com and I will email you the answers and who the winner is. Or you can wait for the next edition of TRunnion.which you have done, so answers you have :-

1. What year did the Triumph Motor Company come into being? **1930**
2. What was the last model that Triumph manufactured? **Acclaim**
3. Which company own the Triumph trade mark? **BMW**
4. What was the standard engine size for the TR7? **1998cc**
5. What Triumph engine was used in the Amphicar? **Herald**
6. The Triumph Italia used what TR chassis and mechanical components? **TR3**
7. What does TR, in the TR series of cars stand for? **Triumph Roadster**
8. What was the first production model TR to be fitted with front disc brakes as standard? **TR3**
9. The Triumph marque was retired when? **1984**
10. In what year did Leyland Motors acquire Triumph Motor co.? **1960**
11. How many TR7s were manufactured? (to nearest 1000) **112,375**
12. What was the price of a TR6 when launched? **£1334**
13. What year was the TR Register founded? **1970**
14. What was the top speed of a Triumph Mayflower? (to nearest 5 mph) **63mph**
15. Name 3 Micholetti designed Triumphs? (point for each) **TR4, TR4A, TR5, Herald, Spitfire, GT6, 2000, 1300, Stag, Dolomite, Italia**
16. What car was the inspiration for the first Dolomite model? **Alfa-Romeo 8C 2300**
17. Who was the manufacture of the petrol injection system on 6 cylinder TR engines? **Lucas**
18. How much was a new TR2? **£787**

19. What tractor used an engine that was used in TRs? **Ferguson - "Little Grey Fergie"**
20. Which sports car manufacturer did Standard-Triumph try to buy? **Morgan**
21. In which year was the Lea Valley Group founded? **1973 (first meeting 4/1/1973) - previously Hertfordshire Group**
22. What was the last version of the TR3? **TR3B**
23. What motor show was the TR2 launched at? **Geneva**



Sew What....

Just a mention for my wife, Pat, who did her bit in the approach to Non Drive-it-Day.

She completed the making of over 80 wash-bags for NHS Nurses (all from old sheets and duvet covers that we had stored in the loft). She now has more material and is looking to head for the target of 100.

Editor.

As a grand finale to our feature on steam railways of various sizesI had a chat with a friend who is not only a great photographer but has a passion for steam railways.

John Hunting writes and sets the scene for the picture below :-

Hi Chris, Strange to say that I used to own a Triumph Dolomite in my youth. Great car and the performance in 3rd gear was amazing but like all BL creations a rust bucket .

*This picture of the **Flying Scotsman** was taken at the Severn Valley Railway in September 2016. It took me three days to get the loco in sunlight at this locationreturning to the same position each time. A two mile walk each way. For the first two days it rained heavily as the loco passed. On the 3rd occasion the train was late and it rained again at the time the engine should pass. As the rain stopped, the loco came into view, the sun shone and I took the shot. A few seconds after it passed ...it rained again. Getting wet is part of the life of a Railway Photographer. A little luck is always helpful. John.*

Flying Scotsman on the Severn Valley Railway

