



The

TRunnion

Communicating with Lea Valley Group and the world ...

Stay Alert with your TR

20205 JUNE

Editor: Chris Glasbey.

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Monthly .

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



On the Plate ...lightly Grilled



With thanks to the Forum
for these images....

Have you
ordered
yours yet ?

Collector's Plate - THANK YOU NHS



Letter to the Editor

Well done Chris for making TRunnion a monthly publication during the current restrictions on normal club life. It's good to see a few new contributors and an increasingly wide range of articles with each issue which must surely encourage others, especially members new to the group to introduce themselves and their cars whether runners or restorations.

It seems strange that even during lockdown some of us still don't seem to have time to do many of the things we promised ourselves we would do when we 'get a round tuit'. My backlog of unread car and railway magazines is still growing and I will need to live as long as Capt. (Col.) Sir Tom to read all the books started but unfinished (or not even started).

I must admit to feeling a little guilty about leaving Dirty Girl caked in mud for so long and inspired (shamed even?) by all the work I have read about in recent TRunnions and WhatsApp posts, I spent a morning cleaning the wheels, wheel arches and as much of the underside as I could reach. A power washer is most definitely on my shopping list now as a basic hosepipe and brush had little effect on much of the ingrained filth. The bodywork wasn't quite so bad and responded reasonably well to a second morning with Autoglym products.

Dirty Girl's MOT expired on Tuesday 19th May and DVLA had already registered a 6 month extension. Although it doesn't actually need an MOT due to its age, I always have one done at Autolube. It's the only time proper mechanics get to check the quality (or otherwise) of my maintenance/repairs. They do a thorough but fair test and it's excellent value at £39 for 40 minutes work, often involving younger guys for a bit of classic car training. They have been operating throughout lockdown as they maintain NHS and Healthcare vehicles, so their Covid-19 processes work well.

A couple of days later the TR Register NHS plaque arrived at last, so after a fairly hectic morning's video conferencing, the plate was added to the two already on the bumper and Lynda insisted I drove her out into the garden and took some photos which I posted on our Facebook page (Dirty Girl Cleaned, MoT'd and Triple-plated). The last time I did this was when we got the car back from TRGB in 2007. Not so easy this time after an Old Peculiar and large glass of Merlot, but no plants were damaged and the railway is still intact. Fortunately, no trains were running at the time.

Like most people Lynda and I are frustrated at how little control we have over our lives and our ability to help others under the current restrictions. We probably need to stop watching the news as well since it is so confusing and demotivating. This week we had to kick the social distancing into touch briefly, simply to get my son's car to the garage for emergency repairs and MOT and ferrying him back and forth but I did it with the TR as it's open air!

Other than that. I have hardly driven for weeks except to hospital, a couple of shopping trips for vital supplies that we can't get locally and to get the TR MoT'd. Otherwise, we are sticking to the guidelines, rules, advice or whatever the Government wants to label them, but it is getting more and more difficult as time goes by and I understand why so many are making their own decisions. I wonder how much longer it will be before we can all meet up safely at The Cock - the March meeting seems like a lifetime ago. Meanwhile, TRunnion, WhatsApp, Facebook and Zoom will have to suffice to keep us in touch.

Brian Chidwick





Thanks Brian I promoted you to page 2 ...and if your TR looks any smarter you may have to consider re-naming her ! Chris (Ed)

TReditorial ...

I am trying to remain upbeat about the times we are in but it is difficult to not feel a little stressed. Many of us are allowed to venture out now without purpose of shopping but now I find (on foot) I am still approaching pedestrians with great caution. Which way is he heading, do I cross the road to avoid, will he turn off before he reaches me? I am sure the dog population must have increased because it seems that most persons we meet are attached to a dog. (I have nothing against dogs, just the few owners who don't poop-scoop).

I still go for a walk in the early evening and so avoid the popular mid-day crowd on the pavements. Driving trips out are usually limited to up to 3 hours in order to rendezvous back home for refreshments and facilities. Some people are sitting on public benches but Pat and I are not ready to risk that yet.

I stretch the supermarket shop to every 14 days and choose a mid-afternoon time, when less people are around. Disposable gloves, wiping the shopping when reaching home and even washing the car keys and debit card. STOP !

Hello and welcome to the June issue of Trunnion. Thank you to all contributors, because without you this issue would only be a few pages. Considering we have no events to report, it is hard to believe how this issue has reached full capacity. I had to reduce a few photos to give me more space to add in the extra special red sporting NEW TR on the back page (Testa Rossa).

I will continue to produce a monthly TRUNNION but I will need YOU to feed me with classic motoring stories including memories of events past? Anything that may be of interest.

Enjoy plenty of round trips in your TR this Summer. One day I hope we will be able to drive safely to another far destination but until then, the best Coffee Shop is back home.

Chris.

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Send article/letter as an attachment

JPEG ...finest quality photos

Thank you.

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"



...but not likely
for a long time
yet ...



We will all have less TR miles on the clock in 2020 From April to August, Pat and I would have entered many HRCR Scenic Tours as would Paul & Wendy Richardson. Social distancing makes these events impossible.

At least you can enjoy local drivingwithing range of facilities back home ?!
Many of us would be out TR touring and eventing but sadly not likely for some time.



These images of YOX on tour in 2019



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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. CANCELLED ... BACK IN March 2021unless we have a 2nd wave by thenwill life ever return to "normal"just checking you are actually reading this. Happy Days, Ed.

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>



The Matterings of Mancer

On May 25th, I calculated how far Sue & I had walked since lockdown began and we started our daily exercise walk – nine weeks at 1.75 miles per day works out as over 100 miles!! - no wonder I feel knackered. At least at golf (which is allowed now), the pace is a bit slower. So, 60 games of golf played in a (normal) year, say 5 miles per game = 300 miles!!! Maybe I should take up tiddleywinks.

Following on from last month's TRunnion, the model railway fans out there will be delighted to know that my GWR 53xx loco has had a minor operation and now has a much reduced sideways oscillation – wonderful what a spot of superglue in the right place can do. Still waiting for its' replacement loco (from China) though. The superb photo of "Flying Scotsman" brought back memories, as my better half arranged for me to drive the loco as a 50th birthday treat, on the Nene Valley Railway – hard work with the fireman's shovel though – luckily we didn't have to go as far as Edinburgh.

Back to sanity and TR-related matters. What a fine set of LVG TR's in the montage of pics taken on Non-Drive It Day – of course some idiot had to don a face mask and also put one on his TR – obviously someone not taking things seriously. Inevitably this year's classic season is going to be somewhat curtailed, with the list of cancelled events now including CACCC Tibbles Tour (June 28th), Classics in the Walled Garden (July 1st), Classics on the Common (July 22nd), Triumph Weekend (August 14th-16th) - I guess the LVG Shine & Show Night on July 15th must be in doubt now also.

It appears that life in general may be somewhat different from now on – foreign trips, for example, will be rather difficult, at least for a year or so – not that I shall miss certain aspects of air travel (crowded airports, security queues, Ryanair, etc.) Fortunately we will be getting a full refund from Singapore Airlines for our cancelled Brisbane trip. Still, there is plenty to see and enjoy in the U.K. – one trip I definitely fancy is the North Coast 500 around the top of Scotland, which I am aware has been traversed by certain intrepid souls in TR's – we are likely to wimp out and use the campervan, but that will not be until sometime next year at the earliest.

Our esteemed Editor has requested further input for TRunnion via his Talking TR (how does he do that?), and as there are no current events, we will have to resort to ancient history for material. Thinking back, the last time that the classic season was disrupted to this extent was in 2001 – although the problem then was not one that affected humans directly - foot and mouth disease meant that excursions into the countryside were not allowed, and a classic tour around towns seemed pointless.

The only major tour we did in 2001 was to Northern Spain in September, together with a group of like-minded souls from LVG, inevitably known as the "TouRists", including Phil & Sue Jones (TR6), Pete & Amanda Cranwell (TR6), and Sue & I in the TR4A. We drove down to Plymouth, to take the Brittany Ferries ship to Santander. Now, this trip was just a few days after the 9/11 attacks in the U.S.A., and



inevitably security was a major consideration. So, guess which three cars were pulled out of the ferry queue for inspection? I don't know why they bothered anyway – the guy from security just took one look in the boot of my 4A (crammed with bags of clothes and spares), said "thank you very much" and walked away – I think he must have been a closet TR fan. Fortunately the Bay of Biscay crossing was smooth (and on the return voyage also), so "mal de mer" not a problem. Arriving in Santander, Pete & Sandra Bradley joined us – they had flown in and hired a car, a Renault of some description as I recall. The whole trip was booked via Brittany Ferries, staying at "Character Inns" – some of them certainly had plenty of character!

I won't bore you with a day-by-day account of the trip, some highlights and a few pics will suffice. Firstly, restaurants in Northern Spain did not seem to serve meals before 10pm – fine you might think, gives plenty of time for some beer & vino first – except having eaten late, we went straight to bed, then up next morning and into a TR over bouncy Spanish roads, which made for an interesting aid to digestion. One lunchtime meal we still recall many years later – coming down off a mountain pass we stopped at – well, let's call it a café to give it the benefit of the doubt – owned and run by an aged couple (the lady of the house was dubbed "the old crone in the kitchen" by one of our party). Anyway they must have wept with joy when they saw four tourist cars pulling in. Actually, the meal when it was served up eventually was very tasty, but I'm sure there were fewer chickens and rabbits running around the yard than when we arrived – we must have topped up the old couple's income for the rest of the year as well. Another day I was getting low on fuel, but was assured that there was a filling station in the village for that night's stop – there was, but it only had one pump – diesel! Luckily the route next morning was mostly downhill to the nearest town, but I swear we were running on fumes by the time we got there. Later that day we were heading to the Picos de Europa and met a GB-registered Morgan coming the other way with the hood up – "wimps" we all thought. OK, you guessed it – a little way up the road we were in a downpour – we all set records for the time taken to erect a TR hood – still got soaked though.

The Tourists group did a number of tours over the years, including the 1998 TR Tour of Ireland, the 1999 S.T.E.R. event in Holland, the 2003 Jabbeke celebration in Belgium, and trips to various regions of France. The Irish tour was great, except for the variable weather (hood up, hood down, hood up again). A couple of incidents - arriving at our hotel in Dungloe, a local chap who clearly had been making intensive use of the hotel bar, spotted the chrome GB plate on Phil Jones' TR6, and (in best Dave Allen style) announced "ah, so dat'll be one of dem MGB tings". Later in the tour, a certain very senior member of LVG (who shall remain nameless for now) actually consumed more pints of Guinness than me in the hotel bar in Galway – outrageous! It was on this tour, on bumpy Irish roads, that it became apparent that the original seats in the 4A needed replacement, by the MX5-style seats from Moss.

In the U.K., the Tourists were together on several tours organised by Haynes and then C.A.C.C.C., plus several years' attendance at Shepton Mallet and Great Malvern for the TR International (camping in tents, with consumption of various beverages a feature of the evenings). We don't get together as a group very often these days, as Pete & Amanda Cranwell now live in Normandy, Phil & Sue Jones are in Shropshire, but when we do, memories of the TR days inevitably colour the conversation.

Finally, I must admit to having sneaked in a recent local run of 20 miles or so in the TR – hopefully our cars will be back in full action before very long.

Pete Muncer



Coast 2 Coast - "The Italianate Job" - 12 & 13 JUNE 2021

You may have seen on the TR Forum that I am now planning another midsummer run to take place next year. The starting point this time will be on the Coast of England and will end up in North Wales. The start will be on Saturday 12 June and this time we will be starting from the same place, which at the time of writing will probably be Porchester Castle.

There will be an overnight stop at a good hotel near Chepstow with Dinner B&B. Meanwhile, on the Sunday, we will continue our drive over and through the Welsh Mountains to the coast over some little known back roads to our 'secret' destination.

In a departure from last years format, I have added a second night at another 4*hotel. This will give you a chance to explore the area at your leisure or take part in another drive over some very scenic roads on the Monday morning. There will of course be planned stops en route on both days.

Despite not yet having advertised the run in TR action I have already had 16 replies from my post on the forum. However, there seems to be an absence of large capacity hotels in North Wales and so places on the run may have to be limited unless I can find a suitable alternative hotel.

As for the cost, I am still in negotiation with the hotels for a flat rate price to include a 3 course dinner B&B but you know I would hope to keep it as low as possible. Route mileage should be in the order of 280-300 miles.

If you would like to take part, please register your interest with me a.s.a.p. I will be asking for a deposit of £50/person which will need to be paid to the TRR office. **If you have any questions please email me.**

Paul .

Email : p-hogan@btconnect.com

UPDATE Paul now has a full entry of 28 TRs but contact him to join the reserve list, since some may cancel before next Juneand if there is demand, another run may be organised ?!



Any LVG members who have enteredplease also inform Phil or Mike. Thank you.

Motoring Memories, Mistakes and Mishaps

(Sixty Years of Hard Road)

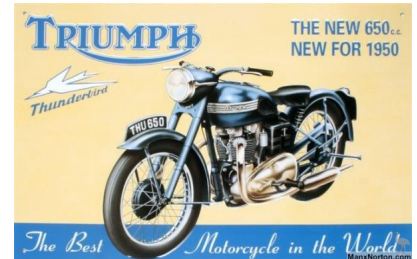
Part 1 - The Motorcycle Years

"The time has come," the Walrus said, "To talk of many things..."

During this Coronavirus lockdown we all have a lot of time to reflect on all manner of things and whilst I haven't been allowed to pursue my usual therapy of driving the TR, I have been thinking about my motoring life to date. You won't be surprised to learn that there are some embarrassing events and hopefully a few of you will 'come out' and confess to a few of your own - I can't be the only one, can I? One warning, if Chris is desperate enough to print this initial part, then more may follow. That should be incentive enough for more LVG members to contribute articles for TRunnion.

My parents never had a motor vehicle of any kind so my greatest ambition when I eventually entered full-time employment in 1966 was to get mobile. I often used to walk the 3 miles to work from my B&B and occasionally got picked up somewhere en route by co-workers. One of them had a 650cc Triumph Thunderbird and after a few lifts on this I decided I had to have a motorcycle ASAP. A fellow worker was selling a Royal Enfield Crusader Sports which was 250cc so ideal for me with only a provisional license. I went to see the machine one evening and he gave me a ride around the block and within half-an-hour I was the proud owner of the bike, helmet and goggles, ready for the 10 mile first-ever ride home. Of course I had no idea really how to ride a motorcycle and once in the saddle I realised how physically big and heavy it was for a 250cc as it had a full touring fairing fitted. After a few pitiful attempts to kick-start it, I set off cautiously down the road and all was well until I encountered the first roundabout where I was about to learn my first lesson. It is not easy to steer a motorcycle at low speeds like a pushbike and embarrassingly I dropped it and damaged the bottom of the fairing as well as my pride. Fortunately this was out of site of the previous owner who would have been upset at seeing his former pride and joy treated this way and I would never have heard the last of it at work.

Things did get better quickly and I soon passed my RAC/ACU Motorcycling Proficiency test and the DVLA test for a full license. My new-found mobility certainly improved life away from home and made it feasible to travel home from Bromley to Dover cheaply and to regularly ride down to Brands Hatch for weekend race meetings. But I was yet to learn about mechanics and eventually the head gasket blew. After consulting my motorcycling colleagues I was confident enough to have a go at fixing it armed only with the basic tool kit that came with the bike and cycled off for a head gasket from the nearest dealer which was Paul Dunstall Motorcycles in Eltham. After ogling the custom and racing bikes including the famous Norton Domiracer, I couldn't resist buying a megaphone silencer as well for a little treat! Fitting the head gasket was a steep learning curve as the first attempt failed abysmally and I bought a second one to try again. When that failed I sought help and learned that the solid copper head gasket simply needed annealing and that I could probably have reused the



original one. It also took several attempts and tubes of Red Hermetite, probably because at that stage I didn't own a torque wrench so guesswork was a poor substitute. At least I had the start of a spares collection (perhaps a taste of things to come) and fitting the mega was a satisfying reward when I got the engine running leak-free. Of course, 'silencer' is a complete misnomer for a megaphone exhaust and those who think my TR3A's SAH exhaust is loud would change their minds if they ever heard that beautiful piece of chrome.

I certainly enjoyed life with that first bike and only had one close call when I got a front tyre puncture coming off the A20M. It went down very fast without warning and the steering was completely out of control with the wobble and I hit the roundabout at the top of the slip road and flew over the handlebars. Luckily the roundabout was grass so I was shaken and embarrassed (again) but was able to repair the puncture. Only problem was that I didn't have a pump and nor did any of the motorists that stopped to see if I was OK so it meant a bit of a hike to the nearest housing estate to borrow one. That incident taught me two valuable lessons - to always wear a helmet, although it would be several years before it would become compulsory in the UK (unless you are a Sikh wearing a turban) and I have always carried a pump with every vehicle I have owned since then. It is strange to recall how lax motorcycle law was back then and we often used to ride in summer wearing only shorts, tee-shirt and trainers with no helmet so even a minor spill would have caused a lot of personal damage.

A friend with a Citroen 2CV needed some spares which meant a trip to the Citroen factory in Slough. Although both of us had cars but no full license (more of this if I ever write part 2), we daren't go on the M4 with L-plates, so we went on the Enfield. The newly introduced 70mph speed limit was generally ignored by everyone and two-up at 80mph led to overheating and engine seizures. We let it cool down and restarted a few times to get a little further before calling it a day, abandoning it at some services and hitching a lift home. Desperation led to removing the L-plates and rear seats from Nobby's *deux-chevaux*, literally a 2-minute job, and off we set to recover the Enfield and get the spares for his car. We got away with it and subsequently both passed our driving tests so the only pressure to fix the seized engine was that my knackered Standard 10 Super was a bit of a come-down from the relatively sporty Enfield.

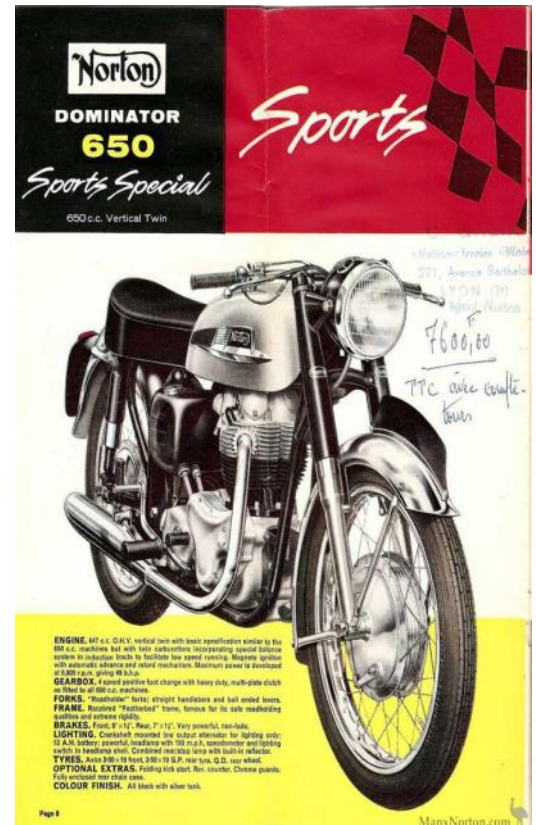
The engine was a unit construction with the gearbox in the crankcase, so to inspect the piston, cylinder and big end bearings was a steep learning curve, involving a major strip down. Surprisingly, I managed it with the help of my newly acquired socket set (still earning its keep today) and it ran well, albeit with a few new leaks! The lure of more sporty 4-wheeled transport beckoned and I sold the Enfield. Even that first sale of a motor vehicle taught me a valuable lesson. I delivered it to a gentleman who was buying it for his son and although he couldn't have failed to notice the oily drips, he was happy enough that it ran well and looked rather nice. However, a few days later I had a phone call demanding either his money back or that I fix the oil leaks which



would have meant another full engine rebuild. Fortunately, I had had the foresight to include the words "sold as seen" on the receipt so I explained the principle of *caveat emptor* and he backed down. I have always included that useful phrase or something similar when selling anything although I have no idea whether it has any real legal status.

As an afterthought, I did have one other close call on that bike when a van turned right onto the street on I was on and forced me into the gutter. I was lucky that the kerb helped keep me upright and even luckier that I didn't lose my right leg as the foot-peg took the brunt and I only suffered scarring of the boot. My most bizarre motor cycling experience occurred before I even had my own bike. My friend with the Thunderbird also had a Norton Dominator, as did his brother and another friend, so 6 of us set off on 3 Domis for a race meeting at Mallory Park. About 10 miles from the circuit one of the bikes which had just had an engine rebuild developed terminal problems. Someone must have had a premonition, because they had a tow rope and managed to haul the stricken bike to the circuit. Police were far more tolerant in those days and we were allowed to tow it back home to Bromley after the meeting without any hassle. I have no idea why I was on the pillion of the towed bike because it was not the one I started on - did I volunteer or draw the short straw? Definitely a memorable day out but not an experience I would wish to repeat.

Brian Chidwick



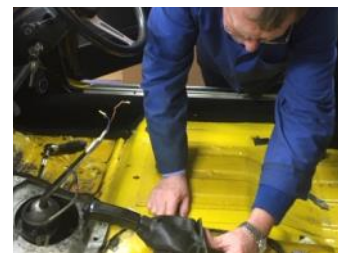
All pics on pages 6,7 & 8 acknowledgments to Mr.W.W.Webb

What Katy did next ...



If you read the last edition, you may well have spotted the obvious error. Even in isolation traffic free roads, the 2000 miles of the Round Britain Reliability Run in 24 hours would be a stretch to achieve and requiring an average speed around 80mph. It should have read 48 hours, which is still quite some achievement, both for car and drivers.

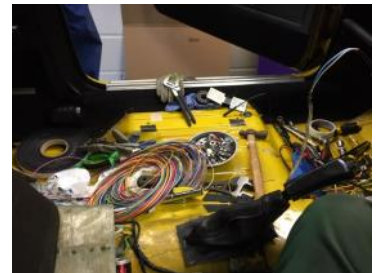
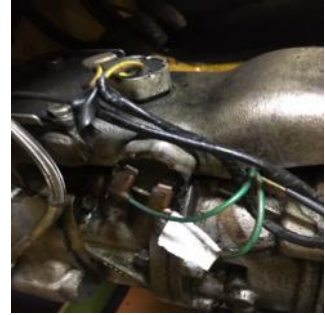
With Katy home in Hitchin and tucked up under a cover at Phil's house, a plan of attack was needed to ensure she had a chance of completing the RBRR. The first job was to get the overdrive working. Our 80+ year old previous lady owner had told us it was just a wiring issue, so that will be easy then! To assist us in our efforts to understand a Dolomite Sprint, I joined the Triumph Dolomite Club for the princely sum of £25 for 16 months and posted on their forum for known overdrive issues. Quickly, it came back that the wiring is susceptible to chaffing as the wires extend up the gear lever, with the switch on the top of the gear knob. Could it be that simple?.....of course not. We purchased a new switch and set aside a day to get working. Removing the gear knob and old switch showed no obvious issue (other than a grotty switch, filled with 42 years of dirt etc). Multimeter readings were not much help sourcing the problem and we had a decision to make. Do we remove the gearbox tunnel to get the access we would need to check and possibly change the solenoid? We both knew it had to be done and despite having no experience of playing with a Sprint, the fact that there were two of us with the same view, gave us the confidence we needed. A bit of a fight and a few hours later and we had the front seats out, together with the carpets and ultimately the tunnel. It was at this point that we thought to talk to our friendly LVG technical adviser, David Dawson. By chance he had a new J type overdrive solenoid, that he purchased when he had a Stag, but with that now long gone it was surplus to requirements and we could have it in case we found that was the problem. With everything exposed, we could see that the wiring had many old repairs, with quite a few joins between the solenoid and switch. Phil set about renewing this and we removed the old solenoid to test its efficiency. It quickly became clear that the old solenoids activation was weak when compared to the new one, so it was changed. With a current price of £150, we were very grateful to come to an arrangement with David for much less. Thank you David and also for lending us a purpose built 1 inch slim spanner



to remove the solenoid (everything is easy when you have the right tool....or should I say difficult, when you don't). Had we fixed the problem? With ignition on and engaging top gear, we flicked the switch and could hear and see the solenoid activating. Progress at last and with Katy up on Phil's Strongman lift, we started her up and got her wheels turning. This confirmed things were working as they should, so we decided a cup of tea was needed to celebrate. I would add here, that we were now near the end of two days work and had already consumed lashings of tea and cake, but you can never have enough tea. The rest of that day had us giving the carpets and upholstery a good clean, before we put everything back. In truth we were both a bit knackered after crawling over and under the car, so decided to return on a third day to finish the job.

Day 3 was a real pleasure, as the rebuild went pretty well and despite having a trepidation that we might not have sorted things, we had seen everything working as it should, so were eager to get her out on the road for a proper test. The tunnel went back in reasonably well and we probably only had a couple of nuts and bolts left over at the end. The interior looked positively new and the original radio and electric aerial even worked. Out on the road went well and the overdrive engaged and dis-engaged, just as it should. Katy was now complete again, but with everything being 1978 technology, our minds started thinking what modern upgrades could we do to assist her 48 hour marathon? Read the next edition of Trunnion to see What Katy Did next next.

Mike & Phil + Katy



LVG WhatsApp Group "LVG TRs"

For some time now the LVG have used its WhatsApp "LVG TRs" group to help with quick and easy communication between members over a whole host of subjects. It is not intended as a replacement for regular email communication, which by their very nature can cover subjects and issues more comprehensively. Its purpose is to act a friendly informal exchange of ideas, requests for help and friendly banter.

During the current pandemic it has certainly helped in keeping the "spirit" of the group alive and has seen quite a lot of activity, some of it quite humorous. There was recently a message asking for ideas on why a TRs front brakes has stuck on during a run out. Within minutes a whole host of offers of assistance and advice had been circulated, with follow-ups over the next few days checking on how the problem was resolved. The recent Non Drive It Day saw a great deal of photos posted with members car's sitting in their drive or garden. Another recent request was for opinions on breakdown insurance which received some very good replies. If you are in urgent need of a spare part or tool it is an ideal medium to quickly contact the group.

If you would like to join the group please contact either:

Phil Sanford on 07919 037321 or

Mike Aldridge on 07847 585120





Shan's TR6 V8 One day we hope to all meet again and then we look forward to meeting man and the beast....unless he arrives in his other monster TR6. Full story and pictures in a future Trunnion, I hope !



Pierre also likes Alfasand I just had to include this 1600 GTA. Our Group Leader is busy reviving his Alfa race car as belowand see over for the story.



RACING ALFAS

This lockdown has finally allowed me to dig out a toy that I bought around 15 years ago. It is a radio controlled model of the fantastic Alfa Romeo 155 V6 that stormed to so many victories in the mid 1990s. a version with a smaller engine was highly successful in the BTCC around that time the 155 won not only the national touring car championships in the UK, Italy and Spain, but also beating the BMWs in the prestigious International Touring Car Championship also known as the DTM.

This model was designed by Tamiya and requires assembly of all parts. It incorporates 4 wheel drive (direct from motor to front wheels and rubber belt drive to the rear differential). The suspension mimics the real car not only with its high rear wing but also with anti-roll bars, coil springs and oil filled shock absorbers. My model has a few uprated components in this area. Serious modellers and racers would have championships with this scale of cars and it was quite common for experienced 'drivers' to select the uprated components, suspension, wing and tyres appropriate to the race venue usually aircraft hangers or large car parks. For me the range of options is totally academic – I have enough of a problem getting the car to stay on the circuit let alone worry about refining the road holding characteristics suitable for the conditions. Please don't run away with the idea that I took part in any of this serious racing – I never did. The only racing I did was against my son with his petrol driven RC car. The two types of car have very different characteristics. The petrol car is extremely fast in a straight line, but slow to accelerate and needs an additional radio channel and control to operate the car's brakes whereas the electric car has much more rapid acceleration although to a lower max speed but uses automatic electric braking when the speed control is in the neutral position and so is more predictable when entering a corner. The winner between my son and I usually depended on whose turn it was to lay out the circuit. I preferred the twisty circuits whereas he obviously preferred a layout with long straights. My problem with the twisty circuits was always remembering which way to turn the controls turning left with the car coming towards you is requires the opposite action to when it is going away from you.

Anyway, on to recent days. When the car was last used, only about 12 years ago, it was fine but refused to work when I tried a few days ago. While there are few components to consider ie transmitter, main car battery, receiver, electronic speed controller, and steering servo, effective fault finding without appropriate test equipment is not possible you certainly need more than a multimeter. In the end it did start to work but only after very extended battery charge/discharge processes that included something I was not keen to do. Neither of the two batteries that I have nor the charger had been used for 12 years but I decided to leave them on for an overnight charge. This evening saw the car rushing up and down the road outside the house just like 12 years ago. Also just like all that time ago, my left/right control is poor and I frequently 'tested' the polypropylene body work against the kerb.

So all's well in the end. I have wondered recently about moving into the world of RC controlled aircraft, but then that is a 3D world and I have enough of a problem with 2D. Perhaps a boat would be a better alternative. I've always fancied sailing.

Pierre.



Just when we could go for a Drive!!!

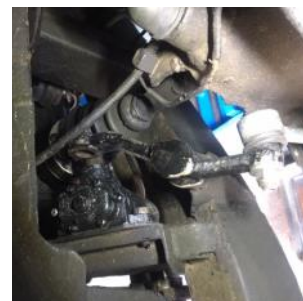
Having spent the lockdown looking forward to the time when we could take the TR for a drive, I was pleased when we were allowed to go out. I didn't rush on day one to get the car out, but waited 6 days before the sunshine call was just too much to ignore.

After about 10 miles, I detected an unusual knocking from the rear end when on uneven country roads. An initial look under the boot didn't reveal anything obvious, so I cut the journey short and returned home. On the way back the rear end was a bit skittish, similar to when a rear drop link had sheared, but the car didn't feel dangerous to drive in any way. The next day I put the car up on my lift and quickly saw that the arm on the O/S Armstrong Lever Arm Damper had come out of the spindle. I had only just had both dampers refurbished by Stevsons in Birmingham, so was a bit miffed to have the problem. A quick call to them resulted in agreement for me to send the offending item back for repair under warranty. I have a spare set of dampers, so attached one and went for a spin which I considered to be essential travel to check my work. 3 days later the original was returned and I had to swap them over; and you guessed it, another test drive was completed.

I know some people like to fit telescopic shocks, but I have always found properly fitted dampers work more than adequate and as that is what Triumph fitted originally, it will do for me. I suppose I should be grateful that the initial failure resulted in more driving time, but it did give me more maintenance to undertake and was Sod's law that it happened after such a long spell of incarceration.

At least all is now well and the sun continues to shine.

Mike Aldridge





With thanks to Ian Finn for sending this

A model of my TR3. The basic 1/24 metal frame & body came from ancient Hi Tec Airfix TR2 kit and the engine, gearbox & radiator, etc . I stole from a 1/32 Airfix TR4 kit.



The red Jaguar is an ancient SSK kit from Moogram, I think.

Ian Finn





As seen in New Zealand ...a brand NEW Ferrari Testa Rossa !

A family member who lives in New Zealand was astounded to see what he thought was a 1959 Ferrari Testa Rossa driving through the city of Christchurch. It is in fact a beautifully crafted recreation made by a company simply named "Auto Restorations".

Photos from the website speak for themselves :-

