



The

TRunnion

Communicating with Lea Valley Group and the world

Stay Safe with your TR

202101 January

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Monthly .



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



One day we will return to HQ : The Cock Inn, 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"

No official TR Register meetings yet permitted but the pub has all correct procedures in place , so if individuals wish to visit at any time, you will need to book food in advance. All subject to law of the day.

At time of writing the policy is still **NO TR Register meetings or events until further notice.**

Starting the TR year with a bang!

A Happy New Year to all our readersor it will be when we eventually get the Jab. My TR3A resides in a garage separate from the house and can be quite damp at times, possibly not helped by having a large freezer at work. Air flows through from gaps above and below the shutter door and in the side door where I have fitted louvre panels to assist airflow. As a ritual, pre-Winter, I re-apply Waxoyl but not only underneath the TR. I remove the carpets and mats to prevent moisture gathering and I apply a coating of waxoyl in both footwells. During this hibernation time I start the TR and run it for 15 minutes on the drive, stomping on the brakes and wishing I could go out for a long drive but knowing I want to keep the underside dry and also salt free.

Weber 45's are excellent but I know the TR will never start immediately when cold. In the Summer time it will need to turn over 2—4 times before the electric fuel pump and a couple of dabs on the throttle see it fire up and quickly relax into a smooth idle. Depending on how often the car has been driven, starting the TR during the Spring and Autumn will see it fire up after 4—6 turns. Winter likely around 8 attempts. As a rule, if mostly laid up as it has been for months now, I have a policy of starting the TR every 2 weeksexcept this time ! I realised that the TR had been forgotten since before Christmas and when it came to 4.00pm on Monday 4 January, it had been a whole 5 weeks since the engine had run. The battery had been on a trickle charge the day before and showed to be in good health. Ignition ON, stab accelerator 3 times, press Starter to turn over a few times.....to cut story short, the TR began to show interest after about 10 attempts and finally burst into life on the 14th attempt. Loud pops and bangs from the even fruitier sounding exhaust seemed to go on for minutes before finally relaxing into a smooth idle. Diary date to start TR again in 10—14 days. Also a note to add a can of Ultimate petrol to keep the tank fresh.

With thanks again to the small band of regular contributors who keep Trunnion alivebut what of the many readers who must have stories to tell. As we kick off this new year and particularly in these Covid times, YOUR thoughts and classic memories could help bring a smile of interest to all of us. I look forward to hearing from you. Details below.

Chris.

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Send your Text as an attached Word doc. and any photos as Fine quality JPEGs to the Editor at :-

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Thank you.



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Meetings Venue Unless otherwise specified, all group lunchtime meetings are on **third** Sun- (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 : trr.lvg@gmail.com

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

Events for the Year Ahead

The events team are now compiling a list of events for the coming year although there are, understandably, a lot of gaps at the moment. Until we return to a semblance of normality the early year events are unlikely to happen. Fear not, we now have the vaccine and the LVG will be out in their TRs. The latest Tier 4 regulations will probably put paid to the MG & Triumph Spares Day at Telford on the 7th February. At the time of writing, it has not yet been cancelled, time will tell.

What we would like you to do is let us know of any events you hear of that you think are worth attending or would like us to organise. Your input would be very welcome and much appreciated. Mike has started to populate the Events List on the TRR web site on which you can check out for the latest information.

This year's Shine and Show, 21st July, coincides with TS2 arriving in our area and being the star attraction, showcasing 50 years of TRs. If anyone would like to have a drive in the car whilst it is with us please let us know. We will also be looking for help with collecting the car from the group who has it previous to us and then to pass it on to the Essex group. An ideal opportunity to drive the first RH drive TR. It is never too early to get your name down!

A new event we are looking at is the Building Research Establishment Heritage Open Day. The public get their once-a-year chance to see the very first (and only surviving) test model of the Möhne Dam, used in the very early stages of the development of what became the Dambusters' bouncing bomb. This is housed at the premises of the Building Research Establishment at Garston, near Watford.

This free-to-attend event will not only allow access to the model dam, with talks on BRE's role in the story repeated through the day, but also allow behind-the-scenes access to many of BRE's current test facilities.

There will be talks and presentations repeated through the day about the role of BRE in the Dambusters raids, and also about the B17 Bomber 'Choo-z-suzy' that crashed on the site in 1943. It is believed the date for this



is the 11th September but is subject to confirmation. Again, if you are interested in going please let us know and we can arrange a block booking.

The Christmas Zoom meeting and quiz proved to be very popular and most entertaining, with several new faces attending. The worthy winners were Alison and Roger Payne, many thanks to Phil and Miriam Titchner for setting the questions. The next virtual pub meeting/quiz will be on Thursday evening 21st January, kick off at 8pm for a chat then the quiz at 8.30pm. If you are not familiar with Zoom and not sure how to connect please contact Phil or Mike who can assist you with connecting. The invitation to join is under, come along and join the fun and keep in touch with your fellow LVG chums.

TRR LVG is inviting you to a scheduled Zoom meeting.

Topic: **LVG Quiz and Zoom meeting .**

Time: Jan 21, 2021 08:00 PM London

Join Zoom Meeting

<https://us02web.zoom.us/j/89317641792?pwd=ZEtXL3E4Z1h1MHZRQTYyZ1J2NVBGdz09>

Meeting ID: 893 1764 1792

Passcode: 366354

A list of events for 2021

21st January	LVG virtual pub meeting and quiz	via Zoom
7th February	MG & Triumph Spares Day www.mgandtriumphsparesday.co.uk	Telford International Centre
10th February	Drive a Triumph Day	
16-18th April	London Classic Car Show	Syon Park (near Kew Gardens)
25th April	Drive It Day	
11-13th June	Practical Classics Restoration Show	NEC Birmingham
18th/21st June	Retro CarFest at Bicester Heritage	
21st July	Shine and Show	The Cock PH Broom
25th July Combust BSE	TRR 50 th Anniversary Eastern Area Gathering.	The Manger Bradfield
11th September (tbc)	BRE Heritage Open Day	Garston, near Watford
18th/19th September	Goodwood revival	
25th/26th September	Kop Hill Festival Weekend	

If you want to contact us you can email us on the new LVG account trr.lvg@gmail.com

Phil & Mike, LVG Events

**Hope you may Zoom into the
Club night with Quiz at 8.00pm
Thursday 21 January**



Just a few words this time, mainly to welcome and to introduce a new member of the LVG committee, Alison Payne who together with hubby Roger own a very smart TR7 that we have seen at several LVG events before the New World Order arrived. I am sure that Alison will bring along some new ideas and offer a very different perspective on the group's future activities. Although the committee has yet to have a meeting (virtual or real) that includes Alison, she has already achieved something significant – a big reduction in the committee's average age. From me and on behalf of all of the rest of the LVG committee, a great big WELCOME to you, Alison

I should also comment on the work being done by Nelson in fabricating front and rear wings for his current ongoing sidescreen restoration project. Very impressive – especially seeing the 2 photos on WhatsApp of what can be achieved in 20 hours. Far less impressive is what took me the best part of about 3 hours, simply to correctly fit a number plate light. What this activity did though was to rekindle the question of when is a screw a bolt and vice versa of course. There was a protracted but inconclusive thread on the TRR forum a couple of years ago on this very question. One of the theories was based on bolts can be used with nuts whereas screws are not. This seems a reasonable basis until you come across Spire Nuts that are used with self-tappers – as per number plate light fittings and others jobs of course. There are a few detail variations in design, sometimes resulting in changes in name, such as 'J' fastener, 'U' fastener or panel clip. Some are called spire speed nuts but they just add confusion to the discussion because they are clearly intended for use with a fastener that has constant dimensions throughout its threaded length (bolt?) but use the same principle to ensure security. Right oh! - that's enough rubbish for now.

I'm writing this on the day after the announcement of what I and many others have considered inevitable for a couple of months - the post Xmas lockdown. What this has done of course, is to cancel any chance of an LVG event, beyond very small meetings of individuals in a limited number of circumstances. I suspect my TR usage recently has been very similar to many others. In my case, totalling about 10 metres last month, comprising being pushed out of the garage before being driven back in again after a Christmas photo. Interesting though, if not a little worrying initially, was to see the amount of water vapour coming out of the exhaust as well as a little from the surface of the radiator as it warmed up and surface evaporation took place.

Here's hoping we can all get together very soon and get some plans in place for events before the end of the year. I'm really pleased and relieved that I can say I am not aware of anyone in the LVG having caught Covid-19. Clearly we are all doing the right thing and reducing risk to avoid infection. Keep it up and stay safe!!!

Very best wishes to all – keep smiling, summer will be here soon.

Pierre.



The Matterings of Mancer

This month, let us start with a "Spot the Difference" for the sharp-eyed readers (assuming there are any) of these ramblings. When scrutinising the pic of my TR4A at Castle Combe circuit in last month's issue, you may have noticed that the car carries a different registration number to the one it has now. The car spent the first three years of its' life in Jersey, so it had a J***** plate - when it was returned to mainland U.K. in 1968, it was given a G-suffix plate for the year. After a couple of years of my ownership, I became fed up with people at classic shows pointing out that this was incorrect for a 1965 car, so I had it changed to a C-suffix – surprisingly there was no charge by the DVLA for this, but that may not be the case nowadays.

The other visible difference on the car in 1994 was the fact it was fitted with the original wire wheels – again after a few years, wear and tear meant that these needed replacing, and I chose 5 ½ J Minilite-style wheels, which are still on the car today. In the photo, the car has a distinct tail-down and leaning attitude – now I could claim that this was due entirely to my press-on driving style around the circuit (you can't quite see the look of terror on Sue's face in the photo). However, another early change to the car was to have the rather tired rear shockers replaced with telescopic dampers, and to fit uprated springs all round – later photos of the car in action may look less impressive, but it was much more sanitary in practice.

Looking at the tour plate on the front of the car, we were no. 219, and I seem to remember that there were no less than 250 entries on the 1994 Haynes/RAC tour – nowadays I can't imagine a tour of this size, and certainly CACCC and LVG events are unlikely to have to cope with those numbers. Haynes withdrew from sponsoring and/or organising tours in 2002, and that was the trigger in 2003 for CACCC to organise overnight or weekend tours, rather than just the one-day Tibbles Tour. In 2006 I volunteered to assist the CACCC organiser, and now 15 years later my own fault, never volunteer, they say. It may be a bit early to plan 2021 events, but CACCC hope to run more than just the single tour we had in 2020. The Register is getting in on the weekend tour act also, with TR Trips being launched soon, Covid-19 restrictions permitting.

It appears that our esteemed Group Leader has been struggling with the route instructions for a table top rally – the delights of herringbones, straight line sections, circular sections, spot heights, etc. The most difficult set of instructions I ever had was on a night rally in Kent, which gave you an incorrect six-figure map reference (for the bus station in Faversham I seem to remember) – you then had to plot the correct reference, calculate the difference between the two, and apply the difference to a list of incorrect references to quickly work out the route – all this at about 2am when the brain is not at its' best for mental arithmetic (mine wasn't anyway). I think it was shortly after this event that we decided to concentrate on forest stage rallies – far less brain power required reading road books with Tulip diagrams – I didn't even have to read pace notes, as they were not allowed in those days.

I am glad to see that my questions regarding the proposed Hitchin TR Grand Prix have been answered by the organisers from their winter



retreat in Monte Carlo - incidentally, I don't think I have ever been called "venerable" before (lots of other things maybe) – makes me sound like a vicar. However, the organisers appear to assume that all potential competitors are incapable of leaping, or are unable to remember, which I think is treating the older generation with a degree of er, er, something..... I mean, only the other day I went into the garage and, er..... there was this green car sitting there – who the hell left that there? – then of course I remembered - I went to the garage to get.....what was it? – something or other.

On the F1 front, it appears that even a seven-time World Champion is not immune to the Covid pandemic, as Lewis Hamilton had to sit out the second race in Bahrain.

If any more evidence was needed that "the car is the star" in F1, this race around the short circuit provided it – George Russell was promoted from the Williams team, where he has been unable to finish in the top ten all year, to take over Hamilton's Mercedes – even though he didn't fit the car properly (he is five inches taller than Lewis), he very nearly took pole position, led for most of the race, and probably would have won but for a puncture late in the race. Russell clearly deserves a better car than a Williams, but may have to wait until 2022 for a Mercedes drive, and even then he may have a problem beating Hamilton (unless Lewis retires after winning his eighth championship in 2021?). The first race in Bahrain of course saw the very nasty accident to Romain Grosjean, who was lucky to escape with just minor burns to his hands.

On a sad note, we received the news recently that my former rallying partner, Tim Stevens, who has been mentioned in these Mutterings previously, passed away in November. Tim and I were a rally team for over 20 years, starting in 1970 on night road rallies, and then moving on to stage rallies, including five outings in the RAC Rally – all the cars through the years were Tim's, and yours truly was the navigator / co-driver. Tim was a family friend also – he was godfather to eldest daughter Claire. R.I.P. Tim.

Finally, at the time of writing, the Tier 4 lockdown for our area has just been implemented – although clearly it is a pity that our normal Christmas celebrations with family and friends will not have been possible, maybe we need to get things into perspective – in WW2, our parents missed several years of not being together at all. Anyway, the prospect of "getting a shot" to combat the virus, hopefully means that 2021 will allow more (i.e. any) classic car activity, with tours, shows, and the gatherings at The Cock again. Nearly a year ago I took my TR to our local classic racing team in Welwyn Garden City, to discuss work to be done on the car prior to the classic season - of course the first lockdown scuppered that idea, and then the classic season didn't happen anyway. I haven't checked the mileages precisely, but I reckon the car only covered about 500 miles in 2020 (and 300 of those just on the Falling Down Tour), which is pretty pathetic, but inevitable given the circumstances. I am going to contact the team again shortly – will the car get its' due share of attention this year? Will I do more than 500 miles? Will Donald Trump ever admit he lost the presidential election? Will the Hitchin TR Grand Prix ever take place? Will the Editor of The Trunnion apply censorship to these ramblings?

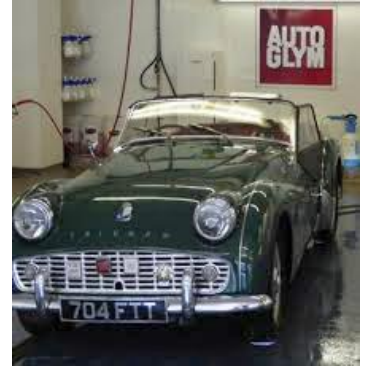
Watch this space.

Pete M.



From a time gone by. This was an event organised by Nick Theze and also featured the TR3A of Brian Chidwick. "Dirty Girl" scrubbed up very well ...

Autoglym Detailing Day



Who would have appreciated that there was so much involved in washing your car? I for one didn't. Six of the LVG were lucky enough to attend a "Detailing Day" at Autoglym's headquarters in Letchworth GC. Our instructor was Martin Wheeler who took us through the proper use of many of the Autoglym products that are designed to keep our car's bodywork in tip top condition.

After a welcome cup of coffee, our first task was to don safety glasses. It was decided to use Brian's TR3A as the "guinea pig" and whatever we did must have worked, as a couple of weeks later it won a Best in Show award.

Our first lesson was to clean the wheels, evidently these should be cleaned before tackling the bodywork. A spray of **Custom Wheel Cleaner** over the tyre and wheel, working from the bottom up, wait a minute then give it a scrub all over with a wheel brush, rinse off and repeat. It is important to note you should make sure the wheel and tyre are cold. This applies to all the cleaning we did. Never clean when the car is hot and the sun blazing down on it. If you have Minilites, a good tip is to roll the car forward before the second application as this gives you a better chance to clean the leading edge of the wheel spoke. *(no mention of wire wheels, the most difficult to clean ...jet washing them is best in my view ... Ed.)*

We then moved on to engine cleaning, the product used here was **Engine and Machine Cleaner**. Again, make sure the engine is cold before applying. A quick spray over the engine and then agitate with a brush ... a radiator brush is useful for this. Rinse off with water, making sure you keep the water away from the electrics or you will have to get the WD40 out!

Now it was on to the bodywork. Firstly, insect remains were removed using **Active Insect Remover**. This is sprayed over the affected area, wait a minute and then wipe off with a soft cloth and rinse. Stubborn squashed flies may need a second application.

Next we used **Motor Cycle Cleaner** as a traffic film remover. Doing vertical panels first and working from the bottom upwards, then horizontal panels. Rinse off, again from the bottom upwards. Now comes the shampoo. **Bodywork Shampoo** was recommended, or for the ultimate you could use Ultra High Definition Shampoo. Only add the recommended amount to the water, as using any more is a waste of money and takes more to rinse off. Fully load the sponge and work from the top down this time, using a backwards and forwards motion, not circular. Do not allow the shampoo to dry on before rinsing off.

No need to dry the car before using **Rapid Aqua Wax**. This replaces the wax removed by the Motor Cycle Cleaner. Spray a few squirts of the wax on and wipe off using a damp micro-fibre cloth. Then buff up to a full shine with a dry microfibre. This waxing should last for 5 – 10 washes as long as you do not use a traffic film remover.

The interior was the next demonstration. First thing to do is give the carpets and seats a thorough vacuuming. Leather seats can be cleaned using **Leather Cleaner**, which should be tried on a small area first to test for colour fastness. Once cleaned, the leather should have an application of **Leather Balm** to feed the leather and keep it supple.

Intensive Tar Remover was the next product demonstrated. This is used after washing to remove tar spots. Sprayed onto a soft cloth, it was gently rubbed over tar spots to remove them.

There then followed a demonstration of a product we were all keen to know more about, **Clay Bar**, which is for removing surface contaminants from your paintwork. If you rub your hand gently over the paintwork and it feels a bit like sandpaper, you need to use the **Clay Bar**. The car must be thoroughly clean before using it and should be inside a garage to stop dust getting on the car. Break off a piece of clay and kneed it in your hand until it softens and forms a pancake that covers three fingers. Spray the panel with **Rapid Detailer** and also spray little onto the clay. The **Rapid Detailer** acts as a lubricant and the Clay must be kept lubricated at all times to prevent scratches. Gently rub the clay in a backwards and forwards motion over the panel until you can feel a smooth paint finish. Wipe off the lubricant and move

on to the next area. Periodically check the Clay to see if the surface is getting contaminated. If it is, fold it over and kneed into a pancake again.

The icing on the cake would be to apply **High Definition Wax** and this will last for up to 50 washes. This is applied very sparingly to a freshly washed car using a slightly damp cloth. A little will go a very long way. After applying, leave it for 5 to 10 minutes, then buff using a good quality microfibre cloth. Martin said that some people apply this all over the paint and chrome before laying the car up over Winter and buffing it off in the Spring.

Glass was the next item on the agenda, here we used **Fast Glass**. This is applied to both sides and left to dry, then buffed off. The cloths you use for glass should be kept separate from your other cleaning cloths and even washed separately. This ensures you do not get wax or silicones on the glass.

To give Brian's car that showroom look, we applied **Instant Tyre Dressing**. This was just sprayed on and left to dry. For a longer lasting look you could use **High Performance Tyre Gel**.

This concludes the day's most enjoyable and instructive tutorial. It was now time to nip off to Halfords and lay in a store of Autoglym polish and cleaners.

Our thanks should go to Nick Theze for organising it and also to Martin Wheeler and Autoglym for their time and facilities.

Phil Sanford.

Thanks Nickfor suggesting a reprint of Phil's article. We can all still polish in Lockdown! Ed.



Brian says he never throws anything away ...so here we have an interesting seat in his workshop !

INDICATOR WOES

Should one indicator bulb fail to operate the reduced resistance in the circuit results in an increased flashing rate of the warning light, which is readily spotted. Before condemning and replacing an inoperative bulb – you always carry a spare of course don't you – it is worth checking that the problem isn't simply a bad earth; satisfy yourself as to the security and cleanliness of the earth connections and bullet connectors. The front indicators are more prone to this issue as more exposed to the elements. If you suddenly loose the indicators altogether it's a safe bet that the problem is very simply solved. I don't know about other models but on a TR4A the three pin flasher unit is a simple push fit in its corresponding socket. The assembly is mounted high up on the left hand bulkhead end panel well out of the way of the passenger's feet. However, it's mounted horizontally and over time continued vibration can dislodge the unit from its base sufficiently for the electrical connection to be disrupted – result no indicators and an immediate need to resort to hand signals until you can find a safe place to stop, particularly awkward if this happens at night. The flasher unit can even fall out and end up on the floor. This happened to me on two or three occasions and each time I simply spread the male connectors a bit to make the unit a tighter fit in its base. The eventual solution was as in the accompanying picture, loosen the self tapper securing the base to the end panel sufficiently to allow a cable tie to be pushed through and secure this round the body of the flasher unit, then it's not going anywhere.

Six years ago my column indicator switch failed. I removed it for examination whereupon it became clear that a new replacement was the only option. I couldn't complain, after all the switch had given more than 46 years of service by the time it expired. I decided that a second hand item was not the way to go since it would be of a similar vintage to my original and hence on borrowed time and I consequently sourced a reproduction item from Ebay. It duly arrived in a green 'Lucas' box but these are easy to duplicate and when I examined the switch the quality of the components and their assembly seemed very poor. I tried the switch and found that when I moved it to indicate a right turn the lever would not stay in position but self-cancelled immediately! On examination I could see that the central plastic moulding was not correctly shaped to hold the lever in place against the spring loaded return. I was very glad I tested the switch before fitting it since this is a time consuming and fiddly job. I contacted the supplier and to his credit I was given a full refund. I was probably not the only customer to have had the problem since I was not even asked to return the offending item for inspection. Following another search on Ebay I sourced a 'Lucas' part from John Lloyd, trading as 'lotsofclassicbits'. This switch was a totally different proposition with a smooth and positive action and far superior construction. I fitted it with confidence; it has been on my car for over six years now and continues to function perfectly. I highly recommend this source.

The part number was 158966 (Lucas references Model 125SA, part no. 34899B) and the component has a chrome plated stalk, correct for my TR4A. The same item covers the TR5 and 6, Spitfires (except late 1500s) and all GT6s although later cars require a switch with black stalk, also available from John.



Tim Hunt .

Speedometer Service

The original Lucas speedometer in my 4A jammed over 30 years ago and I had it repaired and calibrated by Speedograph Richfield of Nottingham. This company, which is still in business, did a superb job and the instrument had functioned perfectly ever since with a steady needle and a reading accurate to within 1mph at all legal speeds according to Sue's satnav.

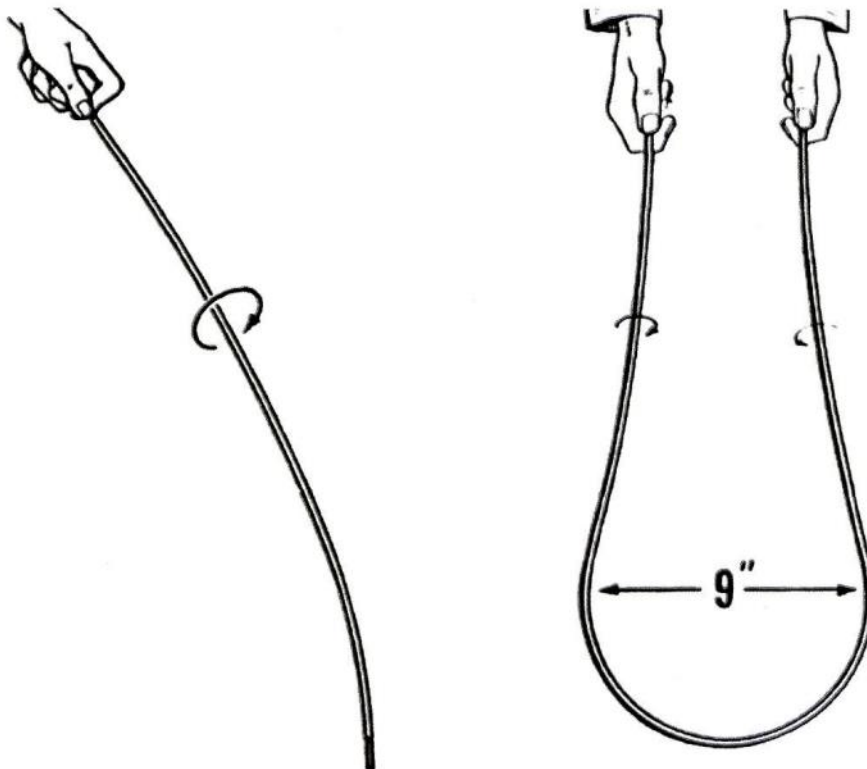
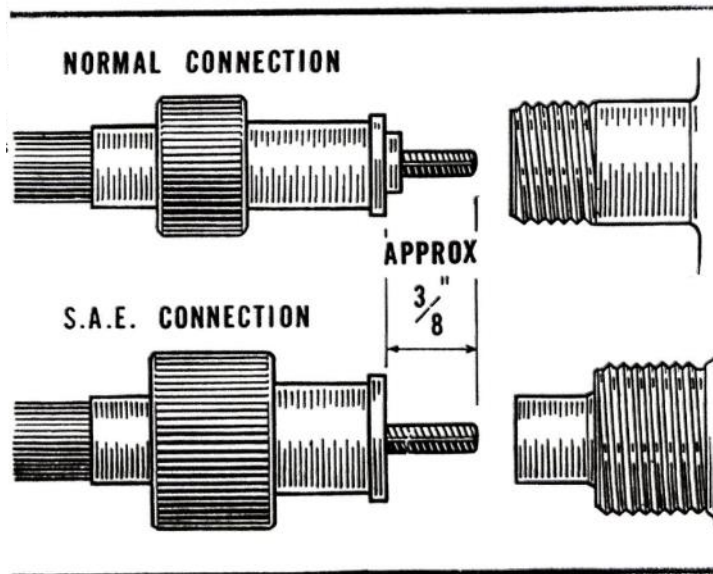
Recently the speedo suddenly developed a fault whereby at any constant speed up to an indicated 30mph the needle would oscillate quite wildly but at any speed from 30 upwards it would hold a perfectly steady reading. I spoke to Speedograph Richfield and an engineer suggested that my problem could simply be a fault of the inner flexible drive being bent or caught in such a way that it only fully freed above a certain rotational speed. I looked on line and found a reprint of an excellent old Smiths publication on the care of instruments; to judge from the illustrations I would guess this dated from the 50s. This publication explained that the condition of the flexible drive largely determines the performance of a speedometer or tachometer. The cable run must be smooth with a maximum bend radius of 6", no bend within 2" of either end connection and excessive free movement of the cable should be avoided. My cable checked out OK in these respects but I did add an extra 'P' clip for additional support in a long run on the bulkhead. Securing clips should not be excessively tightened as this risks crushing the outer sleeve and trapping the flexible drive. I removed the threaded collar securing the outer sleeve of the cable to the rear of the speedometer and then withdrew the flexible drive. I thoroughly cleaned it with petrol and dried it, placed it on a flat surface and rolled it, I could see no kinks or obvious signs of damage. I then held each end between a thumb and forefinger allowing the drive to hang, forming a loop of about nine inches diameter. When slowly rotated the flexible drive should turn smoothly without snatch and mine passed this test. I then fed the drive back into its outer cover, applying Castrol LM grease sparingly along its length and finally turning it gently to and fro until it located fully home in the angle drive. I then withdrew the inner cable about 8 inches and removed all the grease from that part before reinserting it fully. This avoids the risk of grease being drawn up into the instrument and contaminating it. Ensuring that 3/8" of the flexible drive projected beyond the outer casing to ensure correct engagement I re-secured the cable to the speedometer.

I took the car for a short test drive and was delighted to find my problem solved, the needle was rock steady at all speeds. Flushed with success I treated the tachometer drive similarly. Incidentally, the Smiths publication suggests that flexible drives should be lubricated every 10,000 miles – who ever does this? Hopefully the speedo should now be good for another thirty years, or fifteen Round Britain Reliability Runs, though possibly not all of these with yours truly at the wheel!

See diagrams over

Tim Hunt.

The below courtesy of Smiths Instruments :-



Team TR on the WVW 2018



Photos: Chris Glasbey

Last call The first batch of Calendars sold out very quickly, so we had to order some more !

We have a few left, so if you haven't got one on your wall yet **ORDER FROM PHIL TODAY !**



NO waiting

The LVG 2021 Calendar is now on Sale!

Pete Muncer wasn't taking any chances when he offered his TR for the front cover. He fitted the special mask ...and then the TR retired to the garage after this photoshoot.

Only £6.00

We hope and look forward to bright and sunny days ahead in 2021, when you can note on your calendar the tours and trips out with your TR. Keep smiling, kick Covid, note Events to doYOUR calendar of plans for 2021



Lea Valley Group



2021



*Treat yourself, and loved ones, to an **early Christmas present** with a copy or two of the LVG 2021 Calendar. Your car may well be featured on one of the pages. Banish those lockdown blues by looking forward to planning where you are going in your TR in 2021.*

There are 12 pages of lovely TRs and a space on each day to fill in those all important notes This edition is available at only £6.00 (which includes postage & packing and ensures a Covid secure service)

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ALTERNATIVE HAZARD LIGHTS

I suppose most of our TRs now deviate to some extent from the state in which they left the production line. Mine certainly does(no surprise with me being the 14th owner) but in minor terms compared to many. A couple of minor variation that I am sure it has are the absence of a locking ignition switch and no hazard warning light capability and no sign that it ever had one either. Over the years this latter omission has caused me just a little anxiety, especially after a phase of news reports covering accidents that occurred on some motorways when the hard shoulder was being used as a fully operating active lane, the so-called smart motorway concept. The first thing I did was to buy another warning triangle called a briteangle. This looks like a normal emergency triangle but has about 30 red LEDs around the perimeter that can be set to be permanently illuminated or to flash repeatedly. I've used it just once -during our Italian Tour last year when the car suffered from the well-known PI problem associated with a hot fuel pump, very hot weather and a nearly empty fuel tank. Reports from a couple of fellow tourers indicated that even in very bright sunshine the LEDs were highly visible. The other thing I've done – just a few weeks ago, was to rig up a separate warning lamp containing 36 orange LEDs, mounted on a small platform that can be positioned on the bonnet, or boot lid or roof. This light is powered from a 12V auxiliary power socket in the car and has a self-contained flash capability.

These two items give me more confidence should the car decide to stop when it shouldn't. Having said that, I have full confidence in the TR's reliability as having covered about 40,000 miles since buying it back in 2013 with just 3 'stop on the road' problems (two instances of the PI fuel pump problem and both in Italy, plus one instance of dumping all the cooling fluid on the road when a pipe decided to disengage from its neighbour). I recognise of course that the things I've done are fine once I've stopped but are not applicable to signalling a problem while on the move. One day, I'll bite the bullet and investigate fitting a 4-way flash capability, even though that would mean fiddling with 50 year old wiring and adapting the strange way that the indicator wiring circuit has been designed.

Pierre.



New Blasting Facility - Eco Vapour Blasting

When I took Kermit for his MOT a few weeks ago at Autolube, I was surprised to see a number of motorcycle parts including carbs, cylinder heads, crankcase, etc., sitting in reception. These were all looking immaculate but seemed a strange departure for the company which has been looking after all of our cars for several decades. I know that one of the directors, David, is restoring a classic bike and car, so I just had to ask what was going on. It seems they have just installed two new blasting machines and had been experimenting with their new toys. These items had been through the vapour blasting cabinet and had a better-than-new finish. After picking up Kermit's new MOT certificate I was invited to go and have a look at the new wonder machines. To save taking photos and trying to describe just what they can offer, I have included copies of the flyers which I hope Chris can include in TRunnion. However, the size of the cabinets can accommodate very large items such as an Audi Quattro engine, so are plenty big enough for almost anything on a TR. As an experiment, they have also vapour blasted some brand new spare parts which came out far smoother than from the factory, so ideal for anyone seeking a concours finish.

Although prices are already reasonable, there may be a small discount for club members and as this is a new service, Kev has offered the option to test out the process on small parts free of charge. If anyone would like more details, please contact Kev at Eco Vapour Blast which is onsite at Autolube, mention my name and tell him you are a TR club member. I have no commercial interest and am simply passing on this information as a long-standing satisfied customer.

Brian Chidwick

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Tony Bannard-Smith is busy refettling his TR3 ...

Thank you Tonyfor these interim report photos, which I have titled as you suggested :-



A TR3 Dzus fastner in for repair !



"Hanging out the Washing"



Attention all TR5 / TR6 owners



Brian forwards the message below from Chiltern Group who have been advised by Nene Valley Group who heard the story from Leicester Group as follows :-

A friend of mine in the Leicester Group has a TR6 that has had some work done on it recently, mainly around the areas of pistons and piston rings, etc. This problem is now solved but on a recent run out he was unfortunate to experience an under-bonnet fire that luckily caused only minor damage but will still need a lot of work to rectify.

The fire was diagnosed by a well-known expert as an electrical problem caused by poor earthing.

Without the battery, block and engine overall being linked, the output from the alternator may well earth via the choke and throttle cables ...and scarily, along braided fuel pipe.

*The apparent remedy is to have earth straps everywhere but particularly fit a **Rimmer Bros item # 516508** and this should reduce the fire risk considerably.*

The wiring on a TR4 /4a and sidescreen cars is different as the battery earth goes to the body and there is a separate earth strap from the block to the chassis situated just behind the steering rack.

Stay Safe ...and we look forward to meeting again when we have all had the Jab and finally get the all clear . Until then, keep up the Zoom meetings and banter. Thank you for reading Trunnion and note that without your input, I may have little for the next issue!
Best Wishes, Chris Glasbey (Editor)