



The TRunnion

Communicating with Lea Valley Group and the world

stay safe with your TR

202107 JULY

You can also read this on the TR Register Lea Valley Group website



Some of you may be ready to shake hands but don't be surprised if you are given the elbow

We reach the next phase of this never-ending covid story and it will be good to meet up with members at Shine and Show, for the first time since the days of the old worldbut I think it will still be a while before I reach the shaking hands stage (although I could do but then reach for the sanitizer). Why am I writing this? Well, this Trunnion has been a battle to complete and as usual I have left the Editorial blank, ready to be inspired with the right words to fill this space.

I could thank both readers for their support + all contributors to this issue. We never know who actually finds time to read TRUNNION but if you do happen to be reading this, then best wishes for Summer motoring in your TR.

Shine & Show is almost here and with thanks to the Events Team, we have a growing number of choice places to take your TR in the months head.

I have been asked about a "Letters Page" and a "For Sale/Wanted Page" . Give me the letters and sale items and the page will appear!

That's itwhich leaves space for another photo below.

Chris.

Shine & Show Night

On: Wed 21st July



@
**The Cock Inn
Broom
SG18 9NA**

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**DEADLINE DATE for articles
& photos for next issue is
Wednesday 4 AUGUST**

Please send any Trunnion articles direct to the Editor ...as an attachment!

Keep the text small, if possible use: TAHOMA, font size 10

PHOTOS : JPEGs of finest quality please *Send to Chris Glasbey, Editor:-*

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

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

Facebook : "TR Register Lea Valley Group"

www.facebook.com/leavalleyTR

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

Pubs, including The Cock are now ready to welcome you ...give Nick a calland book yourself in for a lunch one day soon ?

What's On In July/August

Sunday 18th July From 12 noon onwards is our regular club meet at the Cock Inn, Broom. Come along for a socially distanced natter and a noggin. If you would like to eat, please remember to book in advance calling 01767 314411

Wednesday 21st July Shine & Show

It is almost time for our showcase event "Shine & Show" at the Cock PH in Broom. This year's show will feature a lineup of TRs including TS2. We are short of having a TR2 for the lineup so if you have one and would like to show it, please contact us by calling me on 07919 037321

Apart from the usual cups to be won there will be a 9 piece jazz band, Lend Us A Tenor, playing, a grand raffle with lots of great prizes and of course a BBQ. Please come along and support this "opening up event", TR parking is reserved on the left as you drive into the show field. It's your chance to make this the best S&S so far.

TS2 is now available for you to drive on the 24th & 25th July. Contact Pierre to book a time

Friday 30th July to Sunday 1st August Silverstone Classic The end of July sees the Silverstone Classic, the infield club parking is no longer available but if you would like to go there maybe spare seats available with members who are going. Again, email us and we will see if we can find you a ride.

We plan to meet up on Saturday 31st July at The Super Sausage on the A5 just outside Towcester for breakfast and then head off to Silverstone. There will be a drive to the SS starting at Flitwick. Contact Phil or Mike for details.

Sunday 1st August Flitwick Car Show Spaces must be booked in Advance, call/text/WhatsApp 07368 117032



Saturday 7th August the LVG Breakout Garden Party

With Covid regulations due to relax shortly we are planning a "Breakout Garden Party" on the afternoon of Saturday 7th August.

Members, Tony & Barbara Bannard-Smith, have very generously offered the use of their garden in Bromham, near Bedford and will supply some hot food. We will ask those attending to bring and share something to add to the menu but this can be sorted once we know numbers. We held a very successful previous event at their house in 2018 and we will again be following a similar approach. This means that we will be outside in a marquee (or two if needed) and we will still have an element of social distancing, despite removal of Government regulations.

This is a really good opportunity for everyone to get back together and socialise, it would be great to see some of our new (or old) members and their partners attending. You do not have to come in your TR, your daily driver will be fine. Just email trr.lvg@gmail.com to say you can make it and we will do the rest.

Sunday 8th August visit to Whitewebbs Museum of Transport.

The LVG have been invited to visit this very interesting museum which is near Crews Hill, to see the magnificent Belsize fire engine start up. This 14.7 litre beast takes 4 people to start so it should be a sight to see. Entry is £7.00 per person and a light lunch of a jacket potato and a cup of tea is available for £5.00 **Entry and refreshment needs to be pre-booked by the 23rd July so please email us if you would like to come.** We will organise a drive for those that would like to convoy there. www.whitewebbsmuseum.co.uk

Thursday 12th August Pirton Classic Car & Motorcycle Show Held at the Pirton Recreation Ground SG5 3PX from 3pm to 8pm, £5.00 per car entry. This annual show attracts a good turnout from the Group so look for the LVG banner when you arrive. Bar, raffle, music and refreshments.

Friday to Sunday 13th to 15th August Triumph & MG Weekend, Malvern

Advance tickets are still available from the TRR. Several of us are staying at the Abbey Hotel, Malvern and looking forward to a great weekend.

Sunday 15th August From 12 noon onwards our regular Sunday meeting at the Cock Inn.

Sunday 22nd August MG & Triumph Spares Day at Telford International Centre. A great opportunity to get spares for your car. Entry is £11.00 in advance including booking fee or £14.00 on the day.

For further details on any of the above events or to book a place please email at trr.lvg@gmail.com

Phil & Mike LVG Events Team

A list of events for 2021 C-19 restrictions permitting

18th July Group Meeting 12:00 onwards The Cock PH, Broom

21st July Shine and Show Classic Car Show The Cock PH, Broom

28th July Harpenden Classics on the Common

30th July-1st August Silverstone Classic

1st August Flitwick Lockdown Car Show to book a space call/text 07368 117032

7th August LVG Breakout Garden Party at Bromham near Bedford

8th August Whitewebbs Museum of Transport LVG visit

8th August South Beds. Classic Car Show The Cross Keys, Pulloxhill <https://southbedsclassic.uk/register>

12th August Pirton Vintage and Classic Car Show 3.30pm onwards Pirton Rec.

- 13-15th August** Triumph & MG Weekend 3 Counties Showground Malvern
- 15th August** **Group Meeting 12:00 onwards** **The Cock PH, Broom**
- 13th-15th August** Retro CarFest at Bicester Heritage www.bicesterheritage.co.uk
[book in advance](#)
- 22nd August** MG & Triumph Spares Day Telford International Centre
- 28th August** 75th Wansford Show £4.00 per car including occupants
 garypunter@aol.com
- 29th August** Little Gransden Airshow
- 4th September** Redbourn Classics Motor Show Redbourn Common Noon – 5pm
- 5th September** TSSC Duxford Picnic IWM Duxford
- 18th September** Bletsoe Vintage and Classic Vehicle Show (postponed from 19th June)
- 18th-19th September** Goodwood revival
- 18th-19th September** Sywell Pistons and Props Sywell Aerodrome
- 19th September** **Group Meeting 12:00 onwards** **The Cock PH, Broom**
- 22nd September** Harpenden Classics on the Common (postponed from 28th July)
- 25th-26th September** Kop Hill Festival Weekend





Bring your Classic Car to our

Shine & Show Night

On: Wed 21st July 2021 - 4.30pm - Dusk



@
**The Cock Inn
Broom
SG18 9NA**

**Serving great beers
straight from the cellar &
tasty food from the BBQ.**

LIVE JAZZ BAND
"Lend Us A Tenor"

All classic cars welcome
The show is staged on a large field at the rear of the pub.



Trophies for -
Best sports car
Best saloon car
Best rolling restoration
Best TR
Furthest travelled to the
show

Enquiries via email to-
LVGshineandshow@gmail.com



**FREE
ENTRY**

Grand Prize Raffle





You
are
invited

LVG members will know that despite our best efforts to hold a Breakout Buffet in June, Boris scuppered our plans.

With Covid regulations due to relax shortly we are planning a "Breakout Garden Party" on the afternoon of Saturday 7th August.

Members, Tony & Barbara Bannard-Smith, have very generously offered the use of their garden in Bromham, Bedford and will supply some hot food. We will ask those attending to bring and share something to add to the menu but this can be sorted once we know numbers. The flyer above shows a very successful previous event held at their house and we will again be following a similar approach. This means that we will be outside in a marquee (or two if needed) and we will still have an element of social distancing, despite removal of Government regulations.

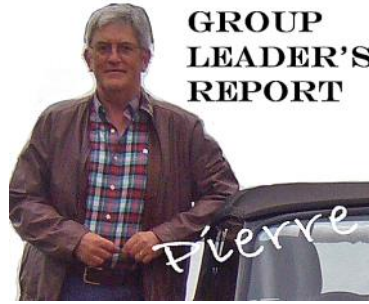
This is a good opportunity for everyone to get back together and socialise, it would be great to see some of our new (or old) members and their partners attending. You do not have to come in your TR, your daily driver will be fine.

Phil & Mike - LVG Events

Want to join us ? We need to know numbers in advance so please advise by emailing :-

E: trr.lvg@gmail.com

Thank you .



I promise you that I will try not to mention sheep on this occasion, although Wales will definitely get a mention, but not the Yorkshire Dales. Wales gets a mention in the same sentence as Italy and no, it's nothing to do with football, so rest easy all of you with a footie phobia.

You cannot have not noticed that June was when Paul Hogan held his second Coast to Coast event, that for the LVG was the start of our Welsh Wander, joined by friends from the Camb Follower Group. I will not say much about the weeks' events except that it was enjoyable at several levels, but also challenging at others. I think that by the time you've read all of this TRunnion, you will have got a good idea of how things went. Paul had called his trip an 'Italianate' SPQTR event, with the Italian flavour at the start being literally a flavour as all of the trippers met for an evening meal at an excellent Italian restaurant alongside a marina at Port Solent. Although the event ended at a hotel on Anglesey with a distinctly French architectural touch, we had a few hours beforehand had a group visit to the folly known as Portmeirion that was constructed initially in the mid-1920s and 1930s in a style very reminiscent of the Mediterranean if not actually Italy, renovated 60 years later and now serving as an excellent holiday village. The WW tour extension saw the LVG and CF contingent based for the rest of the week at the Warners Leisure Hotel at Bodelwyddan a few miles south of Rhyl and firmly embedded in Snowdonia. This type of hotel provides everything you need for a few days away, including being a base for exploring the general area.

The only real downside was a wet drive home through the midlands on a Friday afternoon, but even that was tempered by knowing that we had experienced a week of perfect weather for top-down touring during which time Herts and Beds had received a fair amount of rain. The less said about water pumps and alternators the better, although I will mention that I did manage to retrieve my undamaged windscreen wiper arm after it fell off its spindle at a busy junction.

I'm writing this on the day before the Luton Hoo Picnic and it's raining hard, but hopefully I'll still be able to raise the LVG sail banner tomorrow. With the recent increasing interest in Football, I can't imagine lots of people flocking (sorry about the sheep link) to Luton Hoo tomorrow, especially as the weather forecast is not looking good for sitting in a meadow with tea and sandwiches.

On the car front, there has been a lot of messaging recently on the subject of tyre age. As far as I can make out there is no MoT test check of tyre age for our TRs although there is a max age of 10 years on certain other categories of vehicles. Although there is no total consensus, it seems widely accepted that to stay safe tyres, should be replaced once they get to around 9 years old. That's a pity as I've just found my spare is 9½ years old, so time to start looking.

Pierre.



The Matterings of Mancer

Pete Muncer

I have never suffered a tyre failure at speed, either in the TR or any other car – luckily any failures or deflations usually have occurred overnight – including the 2015 CACCC Falling Down Tour, where some unexpected pre-breakfast exercise was needed to change wheels in the hotel car park. However, two of the drivers in the F1 Azerbaijan G.P. a few weeks ago, experienced disintegration of a Pirelli rear tyre at over 200mph on the main straight, which must have caught their attention – Verstappen was comfortably in the lead with just five laps to go when it happened to him. I wonder if sales of Pirelli road tyres will be affected by such public failures – anybody using Pirellis on their TR? – might be worth backing off a bit on the straight bits perhaps, just to keep below the 200mph mark.

My 4A had its' first session of professional fettling in two years (due to the pandemic) recently, courtesy of JB Sports in Welwyn Garden City. JB have a couple of very impressive members of staff – a large Bull Mastiff, and an even larger Great Dane – fortunately they are both very friendly, but when the Great Dane greets you, brace yourself! I don't think either of them would fit in a TR – perhaps a Chihuahua instead? One of the cars in the workshop was the famous (or infamous) Morgan Plus 4 TOK 258 (see pic), which was entered for the 1961 Le Mans race, but was rejected by the scrutineers because "it looked too old fashioned"! It was entered for the 1962 race, and this time was accepted, went on to finish 13th overall and win the 2-litre GT class – all done with a TR engine of course. Rumour has it that the French scrutineers were sent either to the Bastille or Devil's Island.

As far as my 4A was concerned, the only major issue confirmed in the service by JB, was the need in the not-too-distant future, for a new radiator, which has been on the potential "to-do" list for some time. I recall that Mr. Aldridge of this parish suffered a failure in this area a year or two back, and I believe he opted for the radiator to be re-cored rather than going for a replacement item. I need to investigate the cost options further here, but maybe a replacement item might be less expensive than a re-core? JB dealt with some other issues, including a front wheel bearing which was virtually time-expired (fortunately they had a replacement to hand in the spares bin) – also it seems possible that a de-coke might be on the agenda over the winter (it is 14 years now since the engine was re-built by Pete Cranwell). Anyway, I am very pleased with my first experience as a JB customer - the car was even cleaned and the tyres "blackened" (can I say that nowadays?). Billy Bellinger is the man at JB to talk to, if (like me) you don't want to get your hands dirty. Incidentally Billy is a very accomplished driver of various classic race cars, ranging from a 1220cc Lola-Climax, the Morgan Plus 4, a Morgan SLR (both with TR motors), to the "King Cobra" Cooper Monaco with 4.7 litre Ford V8 power. At the June Thruxton Historic meeting, Billy and his co-driver Keith Ahlers, drove the Lola (see pic) in the one-hour Stirling Moss Trophy race, won their class by over a lap, and were only beaten by cars with 3.8 litre Jaguar engines to finish 4th overall – as Thruxton is very much a power circuit, with the twisty bits comprising just a couple of chicanes, an excellent result.

Not surprisingly, the Covid restrictions were extended for another month until July 19th, and the "official" LVG return to The Cock on June 27th had to be postponed. Fortunately CACCC Tibbles Tour on the same day was not affected, as we had a bumper entry of 32 cars – clearly folks were eager to get on the road again. The venues visited on the tour were all able to cope with our numbers, and especially our new breakfast location at Knebworth Golf Club (courtesy of golf club member & XK150 driver Phil Howe). The first 50-mile section used about 10 miles of the A1 initially, before branching off into the lanes, to finish at the Ramsey Rural Museum in Cambridgeshire, which is a fascinating museum and well worth a look if you are in the area (about 10 miles north of Huntingdon). The route then turned south, for a 40-mile run to an afternoon tea & cake stop at Moggerhanger Park near Sandy, before the final section of 35 miles back to the traditional finish at the Carpenters Arms in Harpenden. In spite of the BBC forecast, the weather



remained dry although overcast all day, hood down, there were no unplanned road closures, so a good day out in our classic cars.

A less desirable aspect of growing older is that one's body may not continue to suit a classic car – just getting in and out of the car might become an exercise in itself. So I was somewhat saddened to hear while on the tour, that a couple of TR's might be on the market soon – a red 4A and a white 5 – both cars have been regulars on tours for many years, and both are in superb condition.

We had a good week in mid-June touring around Dorset, Devon and Cornwall in the VW campervan - yes, I know we should have been in the TR, but considerations of space (limited in the TR) and age (ours, not the TR), required that the VW was utilised – in further mitigation, m'lud, I would refer to the recent trip to "The North" by our illustrious Group Leader, who was forced to use alternative transport also.

Sue and I have developed a new pastime called "how quickly can we get the erection up" – no, not what you might think (you naughty-minded people), this refers to the installation of the necessary amenities, i.e. gazebo and "facilities" tent (although the latter was not required now that camp site facilities are fully operational again). Our record currently stands at 32 minutes, from booking-in at the camp site, to sitting down to the first glass of red wine – a bit better than another group, who eventually managed to position their very compact caravan (even using a remote control) and attach a modest awning in something over 2 hours.

Our VW T6 van (see pic) certainly is one of the more modestly-sized vehicles on a camp site, but driving down some of the Cornish lanes and around the A39 near Lynmouth in particular, it is quite big enough, thank you. So we were intrigued to see on a site near Looe, an imposing Winnebago motorhome (see pic), complete with three air-con units on the roof, and nearby, a colossal 6-wheeled 30-foot long vehicle – I have no idea how either managed to negotiate the narrow lane leading to the site, or how they managed to turn in through the equally narrow site entrance. Both juggernauts appeared to have only two crew members on board – clearly some people just need a lot of space.

Chris & Pat Glasbey's recent trip to Prescott, reminded me of my last visit to the venue some years ago, for the Triumph Marque Day. I had a superb early morning run over to Prescott (not quite as early as Chris & Pat though), and parked up in the paddock for a chat in the sunshine with many familiar faces. Soon it was time for my first untimed run up the hill - so into the queue at the start line, the flag drops, good start off the line, then into second, floor the throttle – spit / cough / splutter (the car not me) – fuel starvation in front an audience of TR people – most embarrassing! Oh well, try again later when the car has cooled down – guess what, repeat performance! Inevitably I then had a trouble-free run home. Thus began my experience of one of the previously hidden aspects of Stromberg carburettors – it became a regular sight on tours to see my 4A with bonnet up at halts to try and cool things down. Eventually the Strombergs were replaced with SU's – never had a problem since. I must get back to Prescott sometime for another go up the hill.

So what's next? Firstly, the Luton Hoo gathering on July 7th and a couple of weeks later, the LVG Shine & Show evening – looking forward to my chance to have a drive in TS2 then. The weather was in a co-operative mood in June for our West Country trip and Tibbles Tour – will it continue in July?



Pete.





The Italianate C2C and LVG WW plus a tale of two Jones's

I know that we all have different tales of the Paul Hogan Italianate Coast to Coast experience and the LVG tour extension in N Wales, but here is a summary of what happened from our perspective.

The very first thing to say is thank you to all who made it possible: to Paul for putting together the first couple of days that got us from Portsmouth to Anglesey in N Wales: to Phil and Mike for getting us to Portsmouth in the first place and finding somewhere for us to stay together in Wales.

Back to the beginning: Sunday getting together with the Camb Followers at Brackley – achieved with no significant difficulty. From there it was a cruise down to Portsmouth, arriving in good time for the stroll to the Italian Restaurant in a very pleasant location by an inner harbour at Solent. This restaurant marked the beginning of the *italianate* aspect of the C2C. The stroll back to the hotel was just long enough to help settle the excellent meal.

Monday morning saw us all congregate outside Portchester Castle, parts of which are reckoned to have a link with Roman times, so what could now be loosely termed Italianate (Italy wasn't a unified republic until around 1946). Route instructions were handed out and cars set off when they were ready, generally heading NNW across parts of Salisbury plain, for lunch at a pub at Honey Street, within sight of the White horse and close to Avebury. At this point it was noted that one of the possible places of interest, Bristol Aviation Museum, for the afternoon trip was actually closed on Mondays. Still there was plenty of time to complete the route to our Monday night stop at Usk. Tuesday morning saw us receive the route for most of the rest of the day, ending at Portmeirion, a folly village built in Italian styles (sort of, but enough to complete the Italianate nature of the event) where Paul had arranged for us all to drive into the complex for a photocall in the square. Fortunately, there was ample time afterwards to check out the ice cream before setting off for our Tuesday hotel on the isle of Anglesey. This was the time that I had my first Jones adventure. Somehow I managed to set off in the wrong direction before realising my error 20 minutes later, While I was in a layby preparing to reverse my route, a TR4 appeared and waited for me to sort myself out, at which point I found myself chatting with Mike Jones who offered to guide me to the correct destination using his local knowledge of a shortcut



through the very narrow and windy lanes of the Snowdonia National Park. Naturally the offer was accepted and off we went. Now Mike's car has, as they say been 'breathed on' and went like the clappers and coupled to the fact that we were on his daily commuting route, it was one hell of a struggle to keep him in sight, especially when other traffic got in between us. Suffice to say that things got a bit tense in my car. As we arrived at the hotel, the Chateau Rhianfa overlooking the Menai Straights and Bridge, there was a very strange but clearly audible pop sound from the engine on my car and on stopping in the car park a little steam was noticed coming from under the bonnet. A quick look revealed coolant escaping from the pump itself and not the gasket. There was nothing that could be done at that time so all was left alone until the morning. At which time our second knight in shining armour appeared – another Mr Jones (this time Laurence). He had with him a spare pump that he offered to me and also insisted that he himself would fit it. Well between us we changed the pump, assisted verbally for a while by 2 North London Mikes. After a quick check, no leaks were found, the radiator topped up and all seemed well (but read on). It was now time to set off for the Anglesey circuit where Paul had arranged for members of the tour group to drive around this new and popular circuit. Off I went, but a mile or so along the road was far enough for the temperature gauge to reach the red zone. Then dawned the realisation that in my haste to finish, I had not done the full check of running the car up to temperature, allow it to cool and then re-checking the fluid level. A handy local shop was where we got more water and poured about 3 litres into the cooling system – I was surprised at needing this much as there had been no real evidence of fluid loss of that magnitude- perhaps I should have guessed that would be the case given that there was no loss of fluid when the pump was removed. By this time it was raining steadily so the trip to the circuit was abandoned. This little tale ends with the observation that the levels are all Ok now that we are home, a few hundred miles later.

Of course the trip home was a bit of a trial as well. Quite a distance on unfamiliar UK public roads on a Friday afternoon, in the rain, not helped by a couple of driver errors (wrong exits off roundabouts) and an unsigned diversion off the A5 into Warwickshire because of an accident blocking the road.

So(!), what to make of the week away? A mixed bag for me anyway. I know that I am not alone in wanting to say a big thank you to Paul Hogan for the effort he has put into setting up this second C2C and defining a route for us to follow. Putting a route together and providing written instructions for others to follow is quite a task, as we all know. It wasn't perfect though, as the stage distances plus points of interest and time constraints made completing the sections in the allotted times



rather challenging, compounded by instructions devoid of intermediate distance information and with occasional errors thrown in for good measure (it was clear that nobody had test driven the instructions to verify accuracy). Stress levels were definitely rising with route instructions being ditched by many in favour of using sat navs, being set to ensure arrival at the correct destination at a reasonable time. For my part, I know that these days I am more prone to errors and making decisions that are not the best but it was becoming a bit tense in our car as the drive progressed

The Welsh Wander part of the trip went well, with the Bodelwyddan Castle Warners Leisure hotel providing all that we could want. On that front therefore, a big thank you is also due to Mike and Phil for the WW extras and to Christalle (for the quiz and suggestions of places to visit). On a walk around the hotel grounds we found a putting area that on reflection we could have put to good use. Perhaps next time.

While I have gone on a bit about my leaking water pump, I am fully aware that others also had mechanical troubles to mend. I am sure you can read about them elsewhere in this TRunnion. Alternator failure, flasher unit and loose fuse connection are those I know about and all were fixed OK, in part with support from others – which after all is one of the reasons why we are in a club and take the opportunity to tour together. Not only do they say 'nowhere is far in a TR' but also 'you are never alone in a TR'.



Pierre.



Water Pump Woes

Pierre Miles

You may have read elsewhere about my TR water pump problem after the Coast to Coast trip to Wales. That tale ended on a positive note but it did not end there. I offer this footnote to show that even simple things can have unexpected turns.

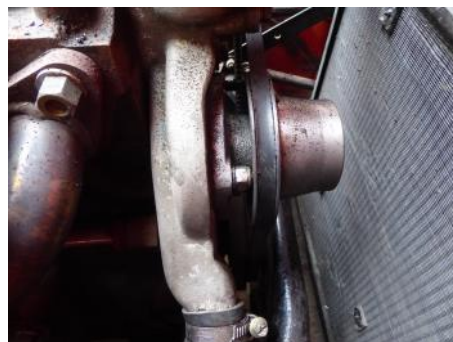
For reasons that do not need to be explained here, my plan was to remove the pump donated by Laurence Jones, have my failed pump refurbished and then refit it to the car. Owners of 6 cylinder TRs will know that the clearance between studs and the pulley is as little as 1-2 mm and that fitting the securing nuts is not easy, especially when reaching awkwardly into the engine bay. After more than the expected struggle, the refurbished pump was in place but it was then found that with the pump fully secured the studs were fouling the pulley and preventing its rotation. Clearly after fixing the leaking seal, the pulley had been pressed on too far. The other part of the extra difficulty was because the nuts were of the Nyloc style, that are about 1mm deeper than plain nuts. The photo shows the fouling and a nyloc nut. Now in my garage, I had a spare pump that I knew fitted OK (it was the one in the car when I bought it in 2013 and which itself had been refurbished after a seal failure 18 months ago). At this point and not relishing the struggle of refitting the nyloc nuts in the limited available space, I resolved to buy the correct plain nuts and use them with spring washers as per the Triumph original design. These were all obtained from one of the 'usual' suppliers. Thus arose the next twist, the nuts did not fit! Correct size but wrong thread. Either my TR has non-standard studs or all of the usual suppliers define the wrong type of nut.

The remedy here was to delve into a box of nuts and bolts accumulated from 1965. Three plain nuts were found, cleaned up and used OK. A quick check, including properly ensuring sufficient coolant is in the engine and all appears well, although it will need more than a 25 mile trip to be sure.

During the quiet times of this saga eg waiting for the postman, I have spent too long head first in the footwell sorting out a loose trim panel that interfered with clutch pedal operation in Wales. In the end, it required a new panel that was ordered from a usual supplier who very quickly delivered the wrong panel! A little fettling was needed but that has now been resolved as well.

Now need to get out and about to prove the longevity of my fixes

Pierre .





CONFUSING C2C ... with thanks to Tony & Mike

Jo and I had some hiccups at first with flasher problems on the TR5, possibly caused by a foot, as situated in passenger footwell. This took a while to trace back to the flasher unit and noticing the plastic top was now twisted, shorting the inside against the side ...and under a little pressure with many TR drivers offering suggestions ...I was pleased to find the problem. Drivers on these tours often carry some spares in their tool box and somebody handed me a flasher unit which fitted OK and we were ready to go.



No more problems until we were about to leave and she would not start ! Every time I turn ignition I would normally hear the pump whirl into action, except right now, as we are about to leave, nothing. I take cover off the fuses and all looks OK. I left ignition on and thought best tap the pump in case as this sometimes helpsbut nothing. All wires seemed intact, so I moved to the boot to see if I had been heavy handed throwing in the cases and possibly dislodged a wirebut at that time, magic fingers Tony BS pushed the fuses and they made contact again ...and the pump whirled into action. The fuse had sat there overnight and had decided to not make contact anymore, so a quick squeeze of the terminals ...the fuse now tight ..we put the car back together and we were ready. Incidentally, Tony had just returned with Mike Aldridge with a new alternator. With thanks for the help, we were at last ready to depart.



Nick There .



LED headlights

Tim Hunt

On the 2018 RBRR I was very impressed by the brightness and spread of the headlights on another car and at one of the stops I enquired about them. The owner told me he had fitted LED bulbs, branded NightEye, and they could be found on eBay for around £20 a pair. I did a search and found that the company had been rebranded as Nowsight (www.nowsights.com) and offered a bewildering range of LED bulbs in all imaginable fitments. I ordered a pair of 8000 lumen H4 bulbs with 6500K colour temperature, which came promptly from UK stock for £19.89 including postage. This was less than I had paid some months before for a pair of Philips Racing Vision uprated H4 halogen bulbs and since I had seen H4 LED bulbs advertised for over £70 a pair I was prepared to be disappointed with my latest purchase. I was quite wrong, they came very well packaged in a protective closed cell foam insert in a smart box with clear fitting instructions and they appeared to be well made quality items. Unlike some LED bulbs that incorporate cooling fans these rely on a very efficient ribbed, black painted aluminium heat sink for dissipation. They were easy to fit, although the cooling fins project further into the headlamp bowl than the spade connectors on a normal H4 bulb and the extra wiring and the voltage stabiliser/driver take up more space so it took a little while to position them so that my Cibié (Valeo) units located correctly. Before changing the bulbs I carefully marked the position of the dipped beam cut off on my garage door with the existing Philips halogen bulbs. I fitted the LED bulbs and noted that the beam cut off EXACTLY matched the previous one. The LED light sources are so small that they can be positioned to mimic the filaments on a halogen bulb, avoiding the glare problems with some designs of LED bulb. The light given is dramatically brighter than from the already uprated Halogens and very white (6,500 deg K). The bulbs are rated at only 25W each, a real benefit since I am still running with a dynamo. I was amazed to see how little my ammeter needle moved when the lights were switched on! The bulbs take less than half the current consumed by 60/55 watt halogens. The spread of light on dipped beam is superb with excellent illumination of the near side verge and a sharp cut off on the off side to avoid any glare for oncoming drivers. The reach and illumination on main beam is also very good. The new lights gave a good account of themselves on Club



LED main beams



LED dip beams

Triumph's overnight Coast to Coast Run in April 2019 and for the 10 Countries Run in September of that year I fitted them into a pair of Wipac right hand dip units which I use for Continental motoring. Not one oncoming driver flashed us during the whole event. I had an MOT test booked two days after my return and, when I refitted the Cibié UK units, in case I had disturbed the setting I left the chromed headlight rims off so the tester could adjust the beams if necessary. I had no advisories and no comment was made on the LED headlights although they must have been obvious, giving a much whiter and more intense light than halogens. Of course following the recent change in MoT guidelines retro-fitted LED headlight bulbs are now perfectly acceptable in classics provided the beam alignment meets the Test requirement.

Not only do the LED bulbs transform night driving. the much reduced power consumption is a real benefit on my dynamo equipped car. I can now drive with headlights, wipers and heater in use and overdrive engaged and still be charging the battery above 2,000 rpm or so. Strongly recommended!

Tim .



Club Triumph Round Britain Reliability Run

Tim Hunt - TR4A



Round Britain in a weekend again for fun and the MNDA

The 27th running of Club Triumph's Round Britain Reliability Run should have taken place last October but, of course, a certain global pandemic forced a year's postponement. All being well up to 150 Triumphs will take the start from 18.00 on Friday 1st October at Knebworth House. It should be quite a sight and any LVG members who fancy it would be welcome to see the cars off.

I will be taking part in my 23rd RBRR in the trusty 4A and it will be the 16th with Mike Hockaday as co-driver. I was delighted to have convinced Phil Sanford and Mike Aldridge of the attractions of the Round Britain to the extent that they joined C.T. and acquired a very nice Dolomite Sprint in which to enter the event. Members will have enjoyed following the fettling of this car in previous TRunnions, I guess the unexpected extra year was a bonus for full car preparation. I have to confess that Phil and Mike did go down a little in my estimation when I learned they intended to recruit a third driver. For me the true experience of the event can only be had in a two seater and with just two drivers one has the bonus of 16.7% more time at the wheel, assuming equal turns in each case. The intrepid team from Belgium will be back again for another go in their 1936 Gloria Southern Cross, having suffered head gasket failure in 2018. The inspiration behind the RBRR and principal organiser of the first eighteen was C.T.'s late President, Derek Pollock. Derek took part in the first fourteen Runs in a variety of models with a 100% success rate. However, he never did the event in his beloved TR4, which he had owned from new. This car is now in the custodianship of a C. T. member and is entry #1 on this year's Run in memory of Derek.

It was Derek's idea to introduce a charitable element to the event in 1990, since when over three quarters of a million pounds has been raised by entrants for a variety of worthy causes. This time we have chosen to support the Motor Neurone Disease Association in their efforts to care for sufferers and sponsor research to find an eventual cure for this cruel affliction.

If anyone would like to donate my page can be found at:

www.justgiving.com/

Please kindly donate as per info on Page 18 . Thank you

Thank you and I hope to see some at the start.

Tim .



We need support of Trunnion readers for two LVG entrants : **Tim Hunt (TR4A) + Team 81 Katy's Kids (Dolomite Sprint)**

Club Triumph Round Britain Reliability Run 2021 supporting the Motor Neurone Disease Association

Team fundraising for Motor Neurone Disease Association



73 team members [Join the team](#)



As at 14 July ...



£8,022

raised of £65,000 target
by 281 supporters

[Donate to a team member](#)

Story

Thanks for visiting our team fundraising page.

The Club Triumph Round Britain Reliability Run was first devised and run in 1966 and since then has been run 26 times. The event consists of driving around the UK using an old Triumph motor car and visiting pre-arranged Controls from Knebworth to John O'Groats to Lands End and back to Knebworth in 2 days.



Motor Neurone Disease Association

We fund care, campaigning and research to achieve a world free from MND

Charity Registration No. 294354

The 2021 RBRR will be run over the weekend of 1st to 3rd October 2021, at present time over 125 crews are entered using the full range of Triumph motor cars, the oldest is hoped to be a pre-war model that will be 84 years old! Over 1000 crews have now successfully completed the event since the first one.

Since the event started to support UK Charities over £700,000 has been successfully raised, last time we raised nearly £100K for Epilepsy Research UK.

Its shaping up to be another fantastic weekend of motoring adventure, featuring great cars, great people, great roads and great scenery in a great Country!

The event this year will be raising much needed funds for the Motor Neurone Disease (MND) Association, we hope to raise over £65,000

The MND Association is the only national charity in England, Wales and Northern Ireland focused on improving care, research and campaigning for people living with and affected by MND.

You can see our team fundraising target on the left. All donations will really help to smash the above target.

Remember: Donating through JustGiving is simple, fast and totally secure. Your details are safe with JustGiving - they'll never share them with anyone or send you unwanted emails. Once you donate, they'll send your money directly to the charity. They'll make sure Gift Aid (an additional 25%) is reclaimed on every eligible donation by a UK taxpayer, too. That means more money goes to the charity, faster, with JustGiving.

**Please go to this page ...
Click on donate to a team member...
scroll the list ...and
donate to both teams**

Thank you !



Ready to Run



What Katy Did (episode 8)

This month is not what Katy Did, but what you can do for Katy!!

More specifically, it is what can be done for the fight against Motor Neurone disease. Katy is looking for sponsorship/donations via the Just Giving website which is the charity that is being supported by this years Round Britain Reliability Run (RBRR). Open our page via the link below:-

<https://www.justgiving.com/fundraising/philip-sanford1>

When Phil and I started talking about undertaking the next RBRR we were in much different times, with no Pandemic to deal with and an element of freedom that none of us really appreciated. RBRR was due to take place in October 2020, but that had to be postponed and is now taking place over the weekend of 1st, 2nd & 3rd October. Just over 2000 miles in 48 hours, starting at Knebworth House and going to John O'Groats and Lands end, before returning to the finish at Knebworth. You will see from another article in this months Trunnion that Tim Hunt is also taking part in RBRR, but unlike our virgin Katy, it will be his 23rd time of participating. Tim's just giving site is also promoted. It matters not which site you support, as both will be furthering the great work that the MNDA does to try and combat this awful disease.

Thank you in advance to anyone who supports Katy or Tim and rest assured, you will be able to read What Katy did, not only in the run up to October, but also after the event is completed.

Katy has caused some confusion with the Editor over how to contact her with your donation. She now assures me that Mr.Sanford's page is the one to aim for, so look at :-

<https://www.justgiving.com/fundraising/philip-sanford1>

The fundraising for both entries starts today ...thanks for your help.



Help **Philip Sanford** reach the £500 target

[Give Now](#)

[Share](#)

Philip Sanford

RBRR Team 81 Katy's Kids - Phil, Mike & Mark

Fundraising for Motor Neurone Disease Association



Motor Neurone Disease Association

We fund care, campaigning and research to achieve a world free from MND

Charity Registration No. 294354

We are taking a 43 year old Triumph Dolomite Sprint called Katy around Britain for Motor Neurone Disease Association because the cause is so deserving and we are just about mad enough to accept the challenge of driving 2000 miles in 48 hours.

Thank you for visiting our JustGiving page. Club Triumph has chosen to support the Motor Neurone Disease Association through the 27th running of the RBRR. This event first ran in 1966 and had taken place every even year since 1974, but of course the Covid pandemic forced a 12 month postponement of the planned 2020 Run. The route is approximately 2000 miles and sets off from Knebworth House on the Friday afternoon and heads up to John O'Groats then back down to Land's End and finishing up at Knebworth House on the Sunday evening. There are 150 crews taking part, all in Triumph cars of various models and age.

Mike Aldridge, Mark Sanford and I will be taking part in our first RBRR together in our 1978 Triumph Dolomite Sprint. The car was named Katy by the previous owner who owned the car from new and at the age of 80 and after 55,000 miles, very reluctantly sold it, as without power steering it became too difficult to manoeuvre at low speeds. This will be our first RBRR and we are really looking forward to completing the drive and raising money for a very worthy cause

The Sprint was bought by Mike and I with the plan being to enter the RBRR in 2020. We enlisted my son Mark as a co-driver with the idea that spreading the driving over 3 people would make the task easier. It also introduces an element of youth into the team. Despite this, the total age of the team is 175. Covid travel restrictions since March 2020 have meant that the car has seen very little use but we have used the time to "fettle" Katy to give us the best chance of completing the run. We have carried out several upgrades to improve safety and reliability.

Crews are responsible for all their running costs so that all the money we raise goes to the charity. The last running of the event raised £99,500 it would be great to see the £100k barrier smashed

Phil Sanford, Mike Aldridge and Mark Sanford, Entry No. 81

Donating through JustGiving is simple, fast and totally secure. Your details are safe with JustGiving - they'll never sell them on or send unwanted emails. Once you donate, they'll send your money directly to the charity. So it's the most efficient way to donate - saving time and cutting costs for the charity..

Visit all the pages ...and I hope we can all give support to Tim (TR4A) and Katy's Kids ..and the charity they are driving for.



Our 5th trip to the Peoples Republic of Talgarth. The weather forecast for the weekend was mixed but we left the hood and sidescreens at home and dressed in maximum waterproofs. It was lovely to arrive in the dry with stunning views of the Black Mountains, at our newly found B&B. We went to the New Ghurka Inn for a Nepalese meal (owned and run by a charming ex-Major in the Ghurka Regiment of the British Army).

After an early and light breakfast, we drove the one mile to the Gwernyfed RFC for bacon rolls outdoors. We had registered online so just had to pick up our route books and fix the rally plates, listen to the welcome speech and off we went at No.5. Amongst the entry list of 63 cars were : an MG TC (1947) which was newly fitted with a supercharger, although he hadn't modified the brakes! A VW Beetle (1948), Lotus Cortina Mk1, Ford Anglia's, Escorts and amongst the newer cars later in the running order were Porsche 911, Sierra Cosworth, MR2, MX5 and a replica Audi Quattro Gp4 rally car. Many of the cars were rally prepared but just pleased to be out on this scenic tour.

Triumph was well represented with our TR3A, TR4, TR4A, TR6, Dolomite Sprint x 2, TR7V8 .

The day had been divided into two 70 mile sections because of Covid restrictions, so loop 1 went south from Talgarth to sweep the edge of the Brecon Becons, over fantastic roads, then down the edge of Monmouthshire to cross back and forth northwards over the Welsh/English border on the narrow mountain roads and green lanes of the Black Mountains to finish at Hay-on-Wye football club.

It was here that the heavens opened and the only other soft-top cars (about 5) quickly put their roofs on. There was a basic tent and toilets for our coffee and welsh cake break.

This event had been well advertised locally and through many of the small villages and at vantage points on the hillclimb hairpin bends there were spectators and photographers.



The marshalls allowed us to jump the departing queue as we set off for Leg 2 in the pouring rain (large umbrella works well as we both climb aboard the TR). We head north from Hay-on-Wye to the Eppynt area. The roads are not quite as challenging as the morning route but still plenty of single track roads, sheep, farm machinerybut no bikes or horses today. The TR is now running rather lumpily but we soldier on, the highlight being the crossing of the Erwood Suspension Bridge over the River Wye. This is a single track, wooded slatted bridge, about 100 metres long and high above the river, vertigo sufferers beware.

We end our tour in the square at Talgarth to receive our Welsh slate coasters from the mayor of Talgarth ...and then go back to the rugby club for our individual picnic boxed meal, instead of the usual hot buffet.

It was absolutely great to do a proper tour again and catch up with friends who we haven't seen for 18 months.

I can report that the TR did, lumpily, get us home (Ed comments: a tank of 95 octane without additive may have started the problem and there are stories of bad quality fuel at some of the remote welsh petrol stationsbut filling up later with super unleaded & octane booster still had no effect).

People in Talgarth wonder whether we have a Black Mountain jinx on us, as the 2018 and 2019 tours both ended with us having to have AA rescue. I am sure my reader remembers our 16 hour wait for the AA in 2018.

Let's hope "Revivals" can sort the problem as we are off on the Nottingham Classic tour on 18 July.

Pat .

*All photos for this article courtesy of **Chris Huish***

Rally Sport Media



TR chasing the beetle....



Coast 2 Coast ...on close inspection

Tony Bannard-Smith

For Barbara and I and KDB 722 (our beige 1956 TR3), the second Coast to Coast Rally would be directly after a 6-month front end rebuild of the car. 'Rebuild' as in - a revisiting of the bodywork and front suspension that I put together in 1981-1982. The front Apron, bonnet and front wings needed a few fatigue cracks welding and dents sorting, the suspension had covered 30K+ so why not change all the bushes and go Poly Urethane etc. Work started in October 2020, and in early 2021 as COVID restrictions began to affect parts availability, my rebuild lapse time lengthened and lengthened (see April 21 Trunnion). Time became critical, and road testing before the Rally was in short measure. Would two x 10 mile runs be sufficient - would we get away with it?

Barbara and I effectively began our Rally two days early, we drove from Bedford to Waterlooville and spent two nights staying with my sister just 8 miles from Porchester Castle, the official start at 09.00 hrs Monday morning. No problems encountered in this first 90 miles – fingers crossed and we tried to relax as the car has always been pretty reliable!

Whilst several other TRs on the Rally encountered early problems - two with leaking radiators - a perennial problem for cars left in garages for (lockdown) periods. All was well my TR3 - until the last 5 miles before the Day 1 lunch stop at Honey Street, east of Devises. The road surfaces in this area of the Vale of Pewsey are *REALLY* bad. I had just yelled '*I've had enough of this bouncing around*' when on pulling into the Barge Inn car park, a friendly face stepped forward pointing to my headlight – now hanging out. I then recalled hearing a light metallic clatter about 3 miles back – the chrome rim falling off - and then friend Nick comfortingly saying: '*Oh that might have been what I ran over....*' I did not go back to retrieve a now 'souvenir'.

Thereafter, our beige TR3 performed reliably. Including confirming again my petrol gauge does NOT have a linear scale despite the markings. It stays on full for ages, starts dropping when the tank is about 1/2 empty, and when between 0 and ¼ - it's about to runout! An emergency detour to a garage in Porthmadog had me putting 54.5 litres into my 56.75 litre tank! Soooo close to being marooned!

No-one wants a hydraulic fluid leak on any journey, and it was a surprise to me as I drove home on the M6 & M1 to find the brake action happening lower and lower down the pedal travel. Time to check the fluid... but the clutch is still working so not all bad. Pulling into a layby in Northampton, the (joint) master cylinder was $\frac{1}{4}$ full, and once topped up, pedal action returned sufficient to do the last 15 miles to home.



So post rally – up on axle stands - what did I find?

- Brake fluid – leaking washers on the OSF Union. There are two Cu washers and they are different sizes - for a reason! (see pic)
- NSR Shock absorber empty - shaft seal oozing oil. Both units taken to Stevson Motors: a 'warranty repair' as 1 unit had leaked since his overhaul 12 June 2006 (a real gentleman & professional).
- Replace NS Half Shaft oil seal & clean oil off shoes (temporary)
- New Chrome Rim, spring and self-tapping screw
- Adjust bonnet hinges as leading edge touching apron
- pack NS door hinges as door touching sill
- Locate rattle on NSF wing – 3 bottom sill bolts
- Two tyres – bought 165 SR15 86H Vredstein Classic Sports
- Connect electric washer motor and fill bottle with screen wash!



- Tighten bracket to high level brake light. (no one on the C2C saw this latest addition as it was folded under my tonneau)
- Torque check on all nuts and bolts - adding $\sim\frac{1}{2}$ a turn.

Having got all this sorted – I think I'm ready for the Shine and Show!

Tony.





Summer touring

FOR SALE

TR2-3A Steering box assembly. Rigid (long) column complete with control head, stator tube and wiring. This was removed from my first TR3A in the 70s. Ideal for anyone converting a sidescreen car from LHD to RHD and keeping it original rather than installing a rack and pinion conversion. Tie-rod assembly, idler lever and bracket also available if required. All items were good enough then to pass an MOT. Offers over **£250** from TRunnion readers before they go on eBay and TRR sales sites for rather more!

TR2-3A Gearbox (3 Synchro). This was removed from my first TR3A in the 70s when I replaced it with an overdrive box. **£75** o.n.o.

Overdrive Gearbox Top Cover Assembly. Has both isolator switches to allow overdrive on 2nd, 3rd and 4th gears. Probably originally from TR4 onwards as it has no oil-filler/dipstick hole although it is easy to drill and tap the boss so should fit any model TR2-6. **£25** o.n.o.

Brian Chidwick (contact details on page 3).



HILKA 2 ton Car Ramps

Never been used

£30.00

Contact : Jerry Pyrke

E: [**jerry.pyrke@gmail.com**](mailto:jerry.pyrke@gmail.com)