



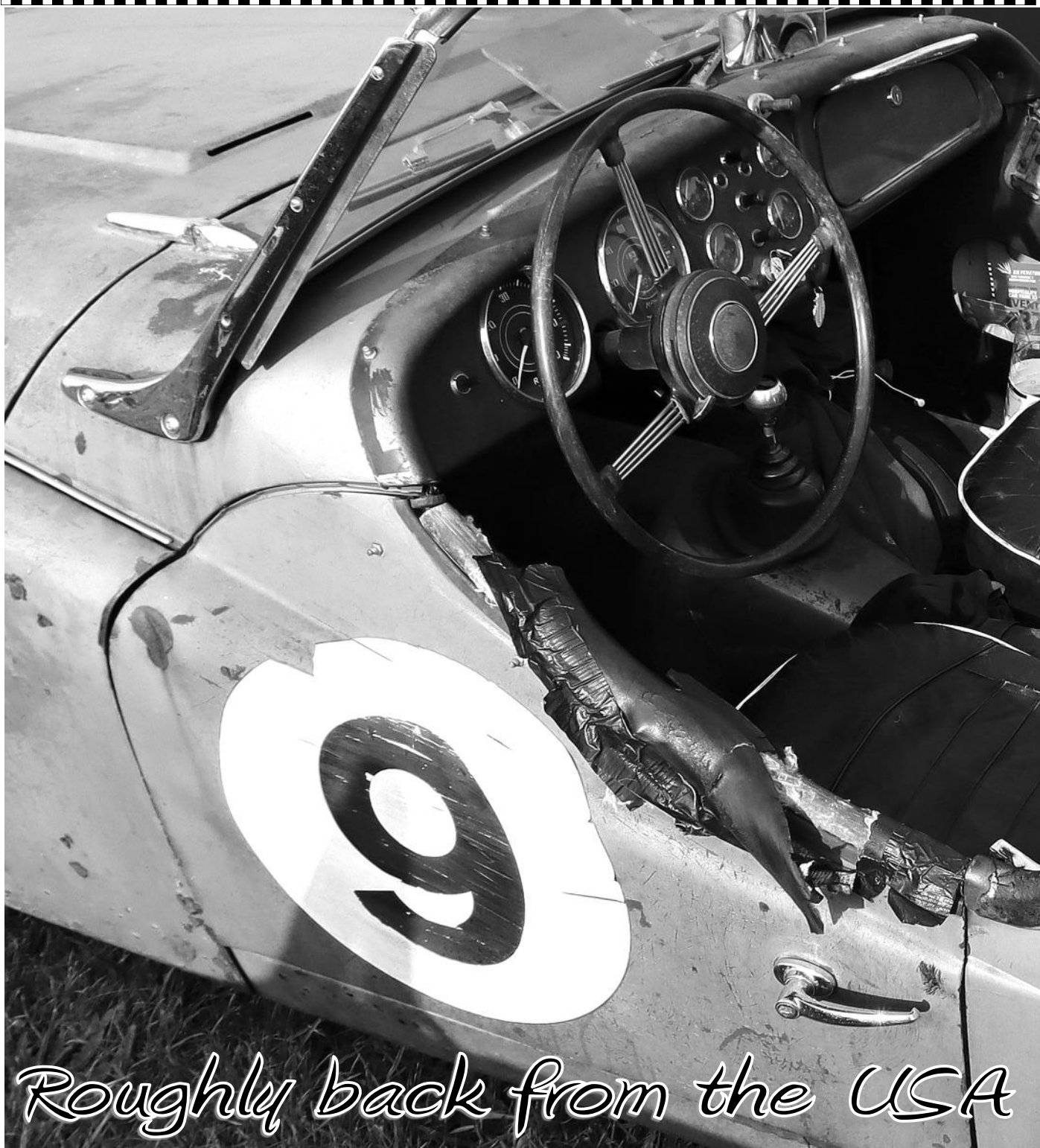
The TRunnion

Communicating with Lea Valley Group and the world

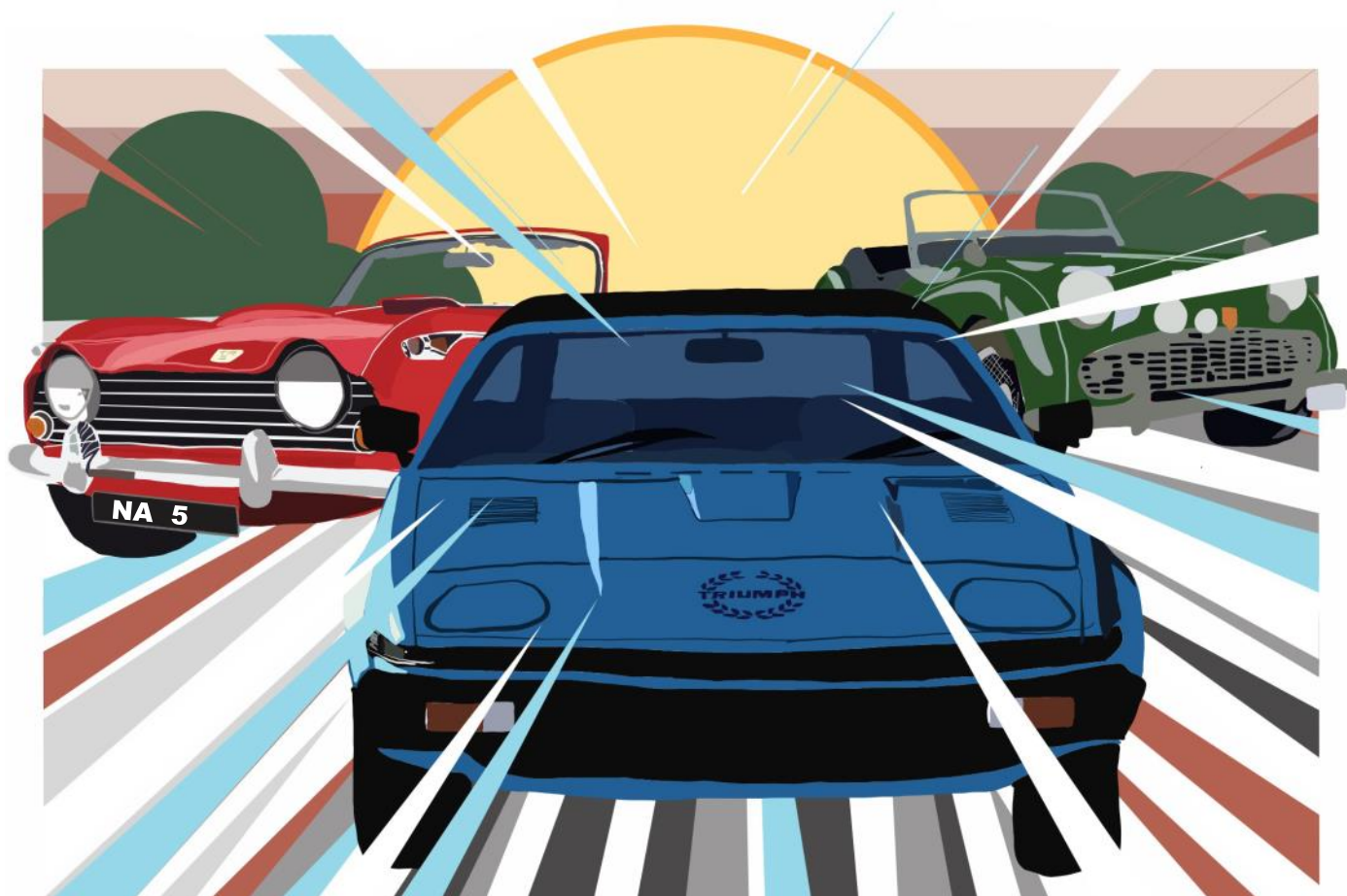
stay safe with your TR

202108 AUGUST

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



Roughly back from the USA



No need to wait until deadline dateIF you have any classic story to tell and photos just send to me at the below TRUNNION address. I have nothing else to say except thank you to those who help to keep these pages alive. I like to believe that somebody actually reads this stuff ...which does take time to compile and edit ...luckily I enjoy it. Hear from you soon ?

Chris.

What's IN

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DEADLINE DATE for articles & photos for next issue is Friday 10 SEPTEMBER

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 ... AUGUST / SEPTEMBER 2021

August has been a busy month for the LVG starting with the Breakout Garden party which was a great success, many thanks to our hosts Tony and Barbara. The Pirton Classic Car Show was well supported by the group and then we had the Triumph and MG Weekend at Malvern. The new format proved to be a great success and saw a good number of LVG members attending over the weekend. To round off the month there is the 75th Wansford show (details below), The Little Gransden Airshow is on the 29th as is the Classic Motor Show at Knebworth. This is over the Sunday and Monday of the bank holiday. If we attend as a group we can get reserved parking together and a much reduced entry fee, £4.00 per car instead of £11.50 per person! Just email or call Phil or Mike if you would like to go.

September brings the TSSC Duxford Picnic on Sunday 5th at the Imperial War Museum Duxford. Entry is £16 per person, cash, which is a £3 reduction on the normal rate, and gives you full access to the museum and the show. This is a great show that attracts a large following of Triumphs and other classics. Entry is via the main entrance and signage.

On the 19th September the rescheduled Standard Triumph Picnic and Hog Roast takes place at the Walton Hall Hotel in Wellesbourne, Warwickshire. A free to attend event which covers all models of Triumph cars. Partake of the hog roast or take a picnic. If you would like to take part in the group run to the venue through some lovely countryside, please contact Phil or Mike.

Another rescheduled event is the Harpenden Classics on the Common on Wednesday 22nd September. The event starts earlier this year with entry at standard price of £12 from 1pm. Tickets must be bought in advance, no ticket no entry! Details can be found at www.classicsonthecommon.com

That brings us to Sywell Pistons & Props on the weekend of 25/26 September although it looks like we will be going on the Saturday only. We did have 10 members interested in going but only a few have signed up for the revised dates so we will try and combine our efforts with the Camb Followers. The entry discount if we go as a club is massive, £5 compared with £22 on the day. If you would like to go, please let us know.

We are always looking for ideas of events or drives out so if you would like to make any suggestions please do not hesitate to get in touch.

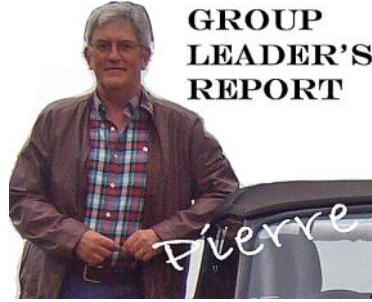
For further details on any of the above events or to book a place please email at trr.lvg@gmail.com

Phil & Mike LVG Events Team

A list of events for 2021 C-19 restrictions permitting

- 28th August** 75th Wansford Show £4.00 per car including occupants
garypunter@aol.com
- 29th August** Little Gransden Airshow
- 29th – 30th August** Classic Motor Show at Knebworth House <https://classicmotorevents.com/>
- 4th September** Redbourn Classics Motor Show Redbourn Common Noon – 5pm
- 5th September** TSSC Duxford Picnic IWM Duxford
- 5th September** The Reunion Towcester Greyhound Stadium, tickets via Eventbrite
- 18th September** Bletsoe Vintage and Classic Vehicle Show (postponed from 19th June)
- 18th-19th September** Goodwood revival
- 19th September** Standard Triumph Picnic and Hog Roast Walton Hall Hotel CV35 9HG
- 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** Sywell Pistons and Props Sywell Aerodrome
- 25th-26th September** Kop Hill Festival Weekend
- 10th October** Bicester Scramble





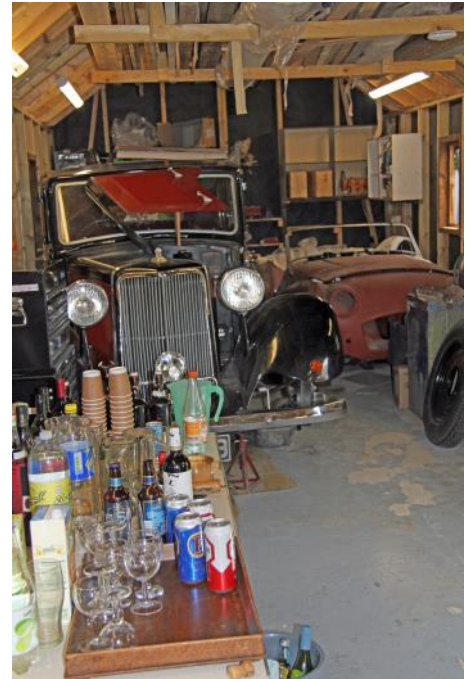
It's all go now isn't it????

All of a sudden, things are happening and isn't it good to meet up again to socialise, if only to chin wag about nothing in particular except to put the world to rights yet again? Stand by now for some prattling words about nothing in particular!

Since my previous missive, so much has happened, including of course the Luton Hoo picnic followed by the magnificent Break-Out Garden Party, the Silverstone Classic visit (about which I can say nothing much that will interest readers), the Pirton show and most recently the Triumph – MG weekend at Malvern, plus a short mention of my continuing concerns regarding TR engine cooling!

The Luton Hoo picnic saw three TRs and an Alfa lined up by the LVG sail banner in the paddock area along with several dozen other picnickers (I don't know if that is a real word but it's better than picnickers) on what turned out to be a very pleasant afternoon. We even managed to help out a TR driver whose car would not start as a result of a low battery charge, The driver was provided with info on the TRR so we may well see him sometime soon. Now onto the BOGP. What a great afternoon that was, being hosted by Tony and Barbara Bannard-Smith. Plenty of good food, drink and company in a marquee for just over 30 LVGers, Ample TR parking at the front of the house and even on the road parking for the day cars, needed for ease of carrying food (while TRs are good for lots of tasks, they are not well suited to providing flat floor space for food containers). Anyway all was good and well enjoyed by participants. We were fortunate in that the day was dry, although I have no doubt the marquee would have kept us all dry and cosy had it turned out differently. Very many thanks to Barbara and Tony for all of their planning and organisation that resulted in a very enjoyable afternoon.

And then there was the Silverstone Classic. I believe that all who made it there had a good day all round. All I can say is that I did not get there, experiencing a repeat of a problem first encountered on day 1 of a tour of Ireland that Pat and I undertook in 2016. Two coolant pipes between the bottom of the radiator and the engine parted company and dumped a lot of coolant on the ground. Fortunately for me, this time it happened as I arrived at a petrol pump in Flitwick rather than in the middle of nowhere as it did the first time, so it was a relatively quick fix to get back on the road but not quick enough to be able to get to the designated club parking



area before the Silverstone deadline. So it was a drive back home for a quiet day of disappointment.

In the previous Trunnion, I mentioned the water pump problems I had experienced and at that time felt confident all was fixed. Wrong! I came across a further problem, this time it was stripped threads in the aluminium housing that holds the pump mounting studs. This was sorted by a well-known TR engine mechanic called Jason who used Time Serts (a bit like helicoils but better) to provide good threads for the studs. All is now secure. As for the two pipes that separated, it was evident that there was a degree of misalignment in the installation that allowed a rubber hose to slide off a metal section. I tried to remove the misalignment but couldn't do it as it involved working at the bottom of the pipework at the same time as at the top. However, with the great help of Mike Aldridge and Phil Sanford this was achieved and all now appears perfect, obviously better than before. Once again, I now have confidence in setting out in the car to go anywhere. Strangely, after all this work on the cooling system, the temp gauge is now reading lower than before. I first suspected the voltage regulator, but discounted this as soon as I filled the fuel tank and saw that the fuel gauge was behaving as it always has (both systems use the same crudely regulated nominal 10V supply). My attention then moved to the temperature sensor and sure enough, the measured resistances were higher than expected and did not change in quite the way I expected (as the coolant gets warmer the sensor resistance should fall, in this case the resistance stayed fairly constant above 75°C. Time for a new sensor and as I write this all I need to do is get the car out and test drive it.

OK, that's enough prattling on, now for the Pirton show. Exactly as expected, this was a pleasant low key show with many different types of classics turning up. There was live music, but not a patch on 'our' own S&S Jazz group. One 'highlight' of the show was the raffle, with not a little confusion resulting from using two books of blue tickets carrying the same numbers. For a while it looked as though Mike Aldridge had won the first prize, but it was not to be - although as a consolation he did win a later prize.

On to the Triumph – MG Weekend at Malvern. As far as I can tell the general view is that this was a great event and one that is likely to be repeated. Some of the high points were watching the auto solo MGs negotiating cones at ridiculous speeds, boy were those Midgets fast – I am sure that there were times when all four tyres were smoking! Another big high point was checking out Jon and Diana's TR4 60th birthday presentation, including getting together the four VC cars. It was good to hear about Tony and Barbara's experiences in selling their MGB. I am sure that Tony must still be feeling very pleased indeed after hearing all of the compliments made about the high quality of work he has done to bring it back to life. I am sure also that



there must have been a little regret at seeing it for (possibly) the last time.

Now to the future, Knebworth Classic show and the Club Triumph RBRR that will feature Tim Hunt and his TR4 for the umpteenth time and a virgin entry called Kate, a Dolomite Sprint, crewed by Mike Aldridge , plus Phil and Mark Sanford. This event is held to raise money for charity – details of which and how to support 'our' entrants were included in the previous TRunnion This is a great way to raise money and I hope all LVGers will contribute to this challenging fund raising effort by three of our own. Why not come along to Knebworth House to see them off at 6pm on Friday 1st October for the start of their 2000mile 48 hour trip or on Sunday afternoon/evening for their return?

Please keep an eye on the LVG website, other pages in TRunnion and your emails to make sure you know about all the future events applicable to our group.

Finally a few words of appreciation to Chris for the work he does in producing TRunnion every month to such a good standard, and then comes up with the S&S special with all those photos he and Alison took. Great effort and super result.

Very best wishes to all and hope to see you soon. It's so good to be able to meet up again.

Pierre.



Diana & Jon Marshall and a salute to the TR4 @ 60





The Matterings of Mancer

Pete Muncer

The weather was in a co-operative mood still for the Luton Hoo classic gathering on July 7th - once again in spite of the BBC forecast. This year's event was the first for two years, since Covid arrived to brighten all our lives, and numbers attending were significantly down on previous years. Whether this was due to the need to pre-book, the weather forecast, or because of a clash with a certain football match, I have no idea – although it was noticeable that many cars were departing at a time when kick-off was approaching. Anyway it was good to be at a classic event again, and to meet up with the contingents from both LVG and CACCC.

After nearly 30 years of driving TR's (well, just two cars actually, a shared 6 and my 4A), recently my chance came to sample not just any old TR2, but the first right-hand drive car, TS2, when it was on loan to LVG for a week. I had the first slot of the day on July 21st (Shine & Show day), and arrived at The Cock shortly before midday, to find the LVG Events Team and helpers busily erecting (can I say that in a family magazine?) tents, gazebos, etc. It appeared that I was in severe danger of having to get involved with the construction process, when luckily Tony Bannard-Smith arrived in TS2. I had planned a short route of 10 miles around familiar local lanes – so that although "nowhere is far in a TR", I could focus on just driving the car rather than having to navigate as well. Initial impressions – what a big steering wheel, the road looks very near over the top of the cut-away doors, the gearbox seems a bit "notchy", what a fabulous exhaust note! I seemed to be sitting much higher in the car compared with my 4A, so I really needed more aerodynamic headgear than my customary flat 'at. Tony advised me that the car had 84bhp, compared to my 4A's 100 (both measured "at the wheels"), but TS2 seemed very lively to me, with plenty of "grunt" from low revs. Returning safely to The Cock after my run, I then experienced another early car feature – the steering is very heavy at low speeds and while parking – I don't think I have the biceps to be a TR2 or TR3 driver on a regular basis. Anyway I was very pleased to have the opportunity to drive a piece of UK motoring history – thanks to Tony and Pierre for organising delivery and loan of the car.

A few hours later of course, TS2 was the star exhibit at the Shine & Show evening. Arriving in my 4A, there seemed to be some discussion among the organisers as to where we should park – I suggested in the beer tent but that was not allowed, as it was already full of classic car drivers sheltering from the blazing sun and taking on essential liquids (you have to endure all sorts of privations at classic shows). I think Mike Aldridge reckoned that 170 assorted vehicles were present during the evening, ranging from a Ferrari to a Trabant, with a long line of TR's arranged down one side of the field. Among those taking photos of the proceedings was our TRunion Editor, complete with "PRESS" badge – never did find out what happened if you pressed. At the end of the evening, Mike announced my wife Sue as the first recipient of the LVG Photo of the Year Trophy – the trophy might have my name on it, but the whole idea of taking a photo of my TR with a face mask fitted was Sue's rather than mine. Anyway, it provided an enjoyable finish to another excellent Shine & Show evening – congratulations and thanks to Mike, Phil and all their support team, and the staff at The Cock.

Last month's issue of Classic & Sports Car magazine included the results of the recent FBHVC survey of the classic car community. Now I know TR drivers are always keen to gaze at figures (!), so here are a few for you to ponder. Apparently there are no less than 1.5 million historic vehicles on the DVLA database, half of these being cars, the rest made up of motorbikes, agricultural tractors, buses, vans, lorries, etc. The average value of the cars is £26,000 (perhaps I should increase the agreed value of my TR?), and all types of vehicle are used on average 16 times per



year and cover just 1200 miles – doesn't sound much but I suppose many vehicles are just driven to and from shows and don't go out on tours. There are over 683,000 owners of classic vehicles in the U.K., spending an average £4223 annually (so I must have been under-spending drastically lately) – however the survey results were based on only 15,000 questionnaires returned to the FBHVC, with the vast majority of classic owners either not aware of the survey or just didn't contribute, which is a pity.

As time moves on, so the definition of a classic car keeps changing – the internationally accepted date is 30 years old (with 40 years being the cut-off for zero road tax in the U.K.). The 30-year rule lets in some quite recent vehicles compared with our TR's dating from the 50's / 60's / 70's. In the magazine was a test of a Volvo 240, which as a 1989 vehicle qualifies (never mind whether you think it is a classic) – then I realised that my 1988 Audi Coupe (couldn't afford a Quattro) also would have qualified – but as I sold the car in 1993 in order to buy the TR4A, I don't think I need to worry about that. In 30 years' time, will early electric cars be regarded as classics? – don't think I need to concern myself with that either.

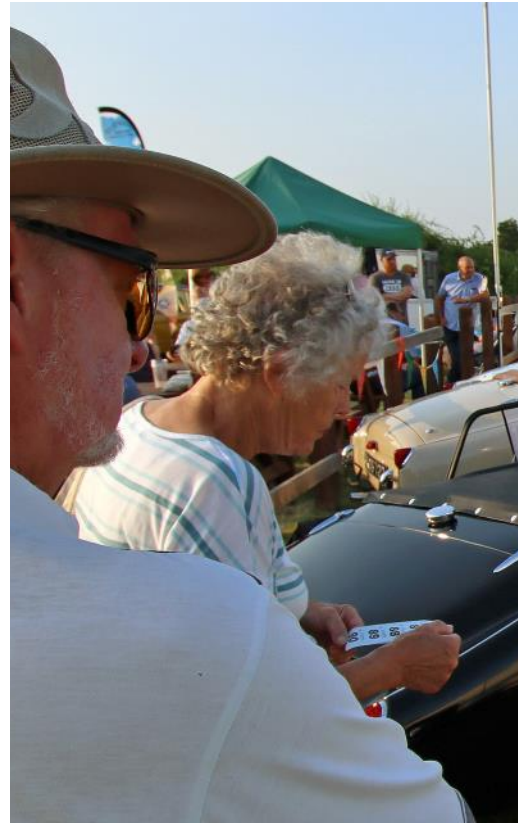
On the F1 front, Sir Lewis definitely has a battle on his hands this year, in his attempt for a record eighth world championship. At the time of writing, of the 10 races run so far, Max Verstappen has won five, Hamilton four (including a very dramatic British G.P.), and Perez (Verstappen's Red Bull team mate) the remaining one. Over the last few months, there has been much speculation as to whether Hamilton would retire if he did become champion again this year – however instead of resigning, he has re-signed (what a difference a simple hyphen makes) for another two years with the Mercedes team, taking him to the end of the 2023 season, when he will be an "ancient" 38 years old, and possibly with 10 championships – but not if Verstappen has anything to do with it.

The British G.P. at Silverstone introduced a new qualifying format to F1, a sprint race to decide grid positions – this was a 17-lap / 100km race lasting 25-30 minutes, no pit stops or tyre changes, just a flat out blast. Ah, I hear someone say, but how do you determine grid positions for the sprint race, which will determine grid positions for the Grand Prix itself? – simples, just have another qualifying session – anyone confused yet? The format is going to be tried at another couple of races later in the year, but whether this will be the future approach for all F1 races is not decided.

Two of the support races at Silverstone should have been for the Porsche Supercup series, but many of the teams based in Germany were unable to attend (this was before the impact of the devastating floods). So at short notice, races for 60's GT cars were arranged, and our local team from Welwyn Garden City, JB Sports, were able to enter their Morgan 4/4 – unfortunately this was not the version with a TR engine (that's a Plus 4) – Billy Bellinger went on to win his class in race 2. The two races formed part of the Masters Gentlemen Drivers series (strange name for a race series) – whether this had anything to do with the fact that no TR's were entered, due to a lack of drivers of suitable social standing, I leave for you to decide.

Finally, here is a note of something both inconsequential but pertinent. If we are ever allowed to drive in foreign parts again, apparently a "GB" plate will no longer be appropriate – instead we will have to display a "UK" sticker, because Northern Ireland is part of the UK but not GB (presumably a knock-on effect from Brexit) – if the Republic of Caledonia ever comes into being, no doubt "UK" will no longer be appropriate. Right, now where did I put that sheet of white Fablon and tin of black paint?

Pete.



Breakout Garden Party

photos: Pierre Miles



With thanks to
Tony & Barbara



Malvern 2021 TR's and MG's !

Although many were sceptical about bringing together these two major marques in the history of British motor manufacturing (when the industry was thriving), I believe that such events are really important in maintaining the enthusiasm in classical cars and therefore the existence of the various clubs. Experience has shown that bringing together even just the Triumph clubs has been next to impossible, except by individuals having membership of more than one club – certainly the idea of Triumph clubs working together has not in general gone well. However, I believe that the past weekend has shown that it is possible to bring different clubs together successfully with a common purpose. I understand how the rivalry between MG and Triumph started, but there is absolutely no reason at all for any dislike to be voiced other than in a friendly banter environment. Indeed, during the whole weekend I did not hear a single mention of anything other than the camaraderie brought about by sharing the trials and tribulations of maintaining cars with ages measured in decades.

As for the event itself, reasonably well organised and not too spread out although it did involve a degree of walking to fully enjoy all that was on offer. One bonus was the perfect weather. Parking by model was a bit haphazard, with some marshals unable to distinguish between Triumph and MG.

Pat and I called in on the show on the Friday afternoon for a quick reconnaissance and all seemed well organised. Saturday was just plain busy as hundreds of cars turned up, and things really started happening. The MG auto-solo event for the California Cup was a superb spectacle showing what tremendous car-control can be achieved, with competitors racing one at a time around cones in a predetermined sequence. It was very noisy, with tyres, engines and brakes being fully exercised, even a couple of the MG P series cars (from the mid-1930s!) were being put through stresses and strains that seemed very unkind regarding their ages. The tyres in particular were being contorted well beyond all reasonableness and how they stayed on the rims is beyond understanding.

Sunday was when I was helping – I hope- with administering the TR auto solo activities, basically the same type of event as the California Cup of the day before, but now open to any road legal car and on a less demanding course. Unfortunately not many drivers came along, although we were entertained once more by a pair of MG midgets that showed just how nimble those cars can be when being driven up to and often beyond



the limits of road adhesion. You can imagine how quick they can be when fitted with big V8 engines.

During the course of the weekend, I spent time admiring the comprehensive presentation assembled by Jon and Diana Marshall to celebrate 60 years of the TR4/4A and derivatives. The photo shows Jon and Diana sporting their very smart Michelotti tops in front of one of four panels containing valuable archive material covering several aspects of TR4 history, including advertising, competition, police cars and even Frankie Howerd and the girls of St Trinians. It has taken both Jon and Diana many hours of research and considerable expense to bring together not only the presentation material and interesting examples of the TR4 but also gathering the four VC rally cars together for the first time for many years, including 3VC on its way from the UK to the home of its new owners in Belgium.

Other thoughts about the weekend: the hotel was comfortable and full of TR and MG enthusiasts – a big thank you to Phil for arranging our reservations. Travelling to Malvern requires crossing the Cotswolds of course and so offers some very good TR driving roads as well as many views of pleasant English countryside. Pat and I chose to break our return trip with an overnight stop in Broadway where we happened upon their 2 day Classic and exotic car show, so we were very pleased to have hotel off-road private parking. This stop-over was a perfect way to end our weekend, during which we also celebrated our wedding anniversary, in the company of good friends.



Pierre.

IF you haven't already ...these are the cars you may be sponsoring soon?

Check last issue of Trunnionand look for full update and details in September issue !





NOTTINGHAM CLASSIC TOUR ... 18 July 2021 *Pat Glasbey*

Revivals were too busy to sort the TR until August, so off we went at 5.45am in the Abarth, to arrive at Papplewick Pumping Station for the obligatory bacon roll at 7.45am. This is a magnificent Victorian Pumping Station built to supply Nottingham with fresh water. Parts are still in use today, although the new pumping station is electric. Volunteers keep everything running and the main building is covered in ornate tiles with beautiful stained glass windows and six immaculate boilers. Off limits this time (but we have visited before) is the actual underground reservoir. This is an ornate brick built, cathedral like, cavernand to think nobody ever saw it, as it was normally filled to the top with water.

At car 5, we are away just after 8.45am for our first leg of 34 miles. Despite being an urban area, the route still managed to include plenty of single track roads and green lanes. This part included roads through Sherwood Forest and went on into Derbyshire for a break at Pleasley Pit Museum. This was another fascinating Victorian masterpiece, immaculately kept by volunteers who had the wheel running for us to see.

Leg 2 was 30 miles and took us over the top of Mansfield back into Sherwood Forestand then one of the highlights, the 3.5 mile drive along the lime avenue of Clumber Park. We went around the edge of the Park to finish for the lunch stop at the Dukeries Garden Centre.

Leg 3 was 54 miles and took us over the A1 to explore this much more rural area of South Nottinghamshirewith small pretty villages and wide open farmland landscapesto swing back west and return to the Pumping Station for our individual packs of spicy chicken, chips and salad.

The event was rounded off by a 3 pass fly past of the Dakota. We didn't stay longer but could have waited another hour to see the Red Arrows on their return to RAF Scampton.

Cyclists galore on this trip, including a pack of 30 on the narrowest single track road ever. We also encountered horses, walkers and farm machineryit all adds to the fun.

It was lovely to catch up with yet more regulars who we haven't seen for 18 months plusand although this tour is never going to have the drama of our Welsh Tours, it was still a great day out.



Pat.

Happy Birthday TS2

68 today ...Thursday 22 July ...as celebrated here with
Tim & Sue Hunt and Tony and Barbara Bannard-Smith



Birthday Impressions of TS2

Tim Hunt

On the previous occasion that this historic vehicle was in the care of the LVG I missed my chance at the wheel. I was keen to put that right this time round and duly sent an expression of interest to Pierre and was invited to suggest a date. I asked for Thursday 22nd July and after this was confirmed I boned up a bit on the car. On re-reading the detailed history in Bill Piggott's Sidescreen Compendium I was reminded that it is stretching a point to call TS2 the first RHD production TR2 since it was, in fact, built by hand and assembled in the Experimental Department in Banner Lane alongside TS1, its LHD sister car. What really caught my eye though was that both cars were recorded as having been completed on 22nd July 1953 so by a happy coincidence I would have my drive on TS2's 68th birthday! I apologise in advance if many of my observations are old hat to owners of sidescreen cars but this was my first experience at the wheel of one, although I have been a passenger in two 2s and a 3A in years gone by.

I arranged to pick the car up from Tony's place in Bromham at 09.00 then to return home and take Sue to lunch at The Wheatsheaf in West Perry on Grafham Water. I was delighted when the day dawned clear and I enjoyed the twenty mile drive to Bromham in the 4A in already warm sunshine. Tony showed me some essentials such as how to open the boot and bonnet and gave me a quick cockpit briefing. I thought the wheel spats an odd idea that must surely compromise cooling of the rear brakes when pressing on. My main concern however was the possibility that one might come adrift on the road and be lost or damaged but I was assured they were very securely attached! I decided the soft top would not be required and, leaving it behind, set off back home. I immediately found my mistake – I had driven over in sandals and whereas the accelerator and brake pedals of TS2 are similarly positioned to those in my car the mounting for the dip switch meant use of the clutch was awkward, requiring care so when I got home I changed to the shoes with the narrowest soles that I could find!

My first conclusion was that I was glad the car was topless, since there were no exterior mirrors fitted and the silvering of the small interior mirror was quite degraded. This should be replaced, ideally with a somewhat larger one for an improved field of view. I found that the non-synchromesh 1st gear could be easily engaged at rest by selecting 2nd and moving the lever straight forward through the gate. The gear change was excellent with precise short throws and felt a little like operating the bolt of a rifle. I found the clutch nicely weighted, the progressive engagement making for smooth take up of the drive. Quite fast changes up and down could be made without beating the synchromesh. However, the position of the gear knob close to the lower edge of the instrument panel meant that the optimal hold for selecting 2nd from 3rd or top could not be achieved. I also noticed that the after-market wooden gear knob fitted was loose, no doubt due to the internal nylon thread having stripped. This needs attention. The overdrive, available on top gear only, is operated by a push-pull dashboard switch conveniently positioned so as to be operated by a driver's right hand without removing it from the steering wheel. The overdrive functioned perfectly, engaging instantly under power and disengaging without snatch given an appropriately timed blip of the accelerator. I found the steering the least enjoyable aspect of the car. I was surprised that even with a significantly larger diameter wheel the effort required was greater than with the 14" MotaLita on my 4A. I also did not like the thin plastic rim and noticed a disconcerting creaking noise when applying significant lock at manoeuvring speeds, as if the material was about to break up. I noted a tendency to understeer in corners and did wonder whether lower front tyre pressures would have neutralised this. However, this would have done nothing for the heavy steering! I also noted some radial float/vibration of the steering column that needs investigation. Unsurprisingly the car felt well sorted overall with no rattles and minimal body dither. Sue thought the ride no more uncomfortable than that of the 4A, but to be fair our trip comprised mostly major roads and I was at pains where possible to avoid driving over any surface imperfections and took all sleeping policemen at a snail's pace.

The car responded very well to the throttle and built speed nicely with no flat spots. The torque was impressive, the car pulling without complaint in top gear from an indicated 20mph on a level road. Once on the move one would only need to select 1st gear for a 25% Alpine hairpin or similar. It was clear that James Shackford at TR Enterprises must have done an excellent job on the engine build! Out of respect for our precious charge I did not give TS2 full beans but it felt almost as quick as my 4A, the car's lighter weight compensating for the lower torque of the smaller engine. The exhaust had a pleasant sporty note but there was a distinct reverberation over a narrow rev band around 2,500 that would fortunately be completely absent at 3,000rpm, corresponding to the 70mph NSL in overdrive top. The electric fan cut in automatically on several occasions when I judged that mine would not have done. I think it is set to operate at somewhat too low a temperature, but I guess better that than run the risk of overheating. I was glad that the indicators self cancelled efficiently since the warning light on the central minor instrument panel was completely masked by my left hand at ten to two on the steering wheel.

The handbrake position brought it into conflict with my left leg but I had been prepared for this and secured a suitable length of foam pipe insulation to the lever with cable ties, having done the same on Howard Pryor's TR4 when I shared it on Club Triumph's Ten Countries Run in 2015. The glove box could not be opened without its key so a spare set would be useful to allow this to be done with the engine running. The foot brake had a dead feel and did not inspire confidence. The car pulled up square but I would not have wanted to put the brakes to the test in an emergency stop. They certainly

put a premium on forward observation and anticipation. The TR2's brakes were described as 'very powerful' in period, maybe so in comparison with a ponderous 1950s saloon but it goes to show how braking systems have improved in 60+ years.

In short I felt privileged to have had the opportunity to drive TS2 but my 100 miles were enough and I was pleased to be back in the 4A for the journey home. My experience gave me even more respect for Rob Murphy and Mark Treadwell of the Register, who successfully completed the 2010 C.T. RBRR in TS2 with no heater, rudimentary weather equipment, worm and peg steering and those brakes!

Tim



John and Stella enjoy their drive in TS2

With thanks to Pierre and also Geoff Gordon for their comments about driving TS2. Tim has covered most points and Editor has limited space.

Sorrybut thank you !



Tim's modification during his road test of TS2



TR4 Rally Carsback together after 57 years !



Top 2 photos: Ian Cornish

Left photo: Michael Biddulph

Bottom left: Ian Cornish drives Prescott Hillclimb



The four Rally cars : 3VC to 6VC , re-united after 57 years ! It was a close run thing. The Belgians who had bought 3VC arrived Saturday afternoon and departed about 11.00 am on Sunday to get to Folkestone to catch the Shuttle.

This was the highlight of my TR4 display of cars and photos/posters.

Jon.



WELLAND VALLEY WANDER

Pat Glasbey .

Weather great for a car tourdry, bright and not too hot. The start venue we last visited in 2013, Kilworth House Hotel. Our event takes over the grounds which has a 540 seat purpose built amphitheatre (huge shows performed here each Summer) and the most enormous log cabin where the traditional bacon baps, etc are served ...along with the really comprehensive route book, which details the history of every village and site we are to pass. My only criticism is that the directions are descriptive rather than tulips and thus prove to misinterpretation (twice by me, rather embarrassing as I was navigating for us with Paul Richardson following. Bella still won't travel in his TR4A, therefore Wendy was unable to come).

What this tour lacks in stunning scenery is more than made up for by the amazing villages we pass through, with absolutely stunning properties. There must be more estates and mansions here than in any other part of Britain plus numerous battle sites, RAF airfields and English Heritage historical buildings.

This is mainly a fundraising tour for a local hospice and has the most veteran cars on it than any other tour we do. The oldest being a 1928 Sunbeam 16.9 with 2 Riley Specials and an Aston Martin Le Mans (1934) among the rest.

We set off south, criss-crossing the M1, M6 and A14, to turn north past Stanford Hall ...and then turn east to



pass the field site of the Battle of Naseby ...to the coffee stop at the Stag at Maidwell. A very tight and small car park but we all negotiated this somehow.

A short run via Rothwell and Desborough to the lunch stop at Boughton Hall, just north of Kettering. This is home to the Duke of Buccleuch and is absolutely enormous, with massive grounds and gardens which we walked round. The house is open to the public and apparently has one of the most outstanding collections of Fine Art in Britainanother time required for that visit.

We took advantage of the maximum lateness here and we were the last cars to leavebut somehow caught up and got ahead of others on this longest section of the day (55 miles). Now heading East through Northamptonshire, we drive through the lovely town of Oundle, past Apethorpe Hall, a grade 1 Jacobean pile once owned by Elizabeth I.

We now enter the Welland Valley with the obligatory pass under the Welland Valley Viaduct (only one pass this time) to enter Rutland and continue on to drive the road section round Eyebrook Reservoir to the village of Kings Norton, with the biggest parish church I have ever seen. Soon after that we arrived at the finish, Leicester Airport (ex – RAF Leicester East). This is the home of Leicestershire Aero Club and was quite active with planes and helicopters for our visitso we had plenty to watch as we partook of coffee and cake, having collected our finishers bottle of beer. A thoroughly enjoyable 105 mile route.



Pat .



FOLLOWING IN HIS GRANDAD'S FOOTSTEPS

"One man's story of an ambition to take an engine apart and put it back together again"

By Julian Hensman

Part 9

My Grandfather died when I was very young, but I've always been intrigued by his background in mechanics, from Royal Air Corps to garage owner. This narrative following my engine rebuild is part of my story of wanting to learn more about what he did and to some small extent, to follow in his enviable footsteps.

Sorry for last month's silence. This month we look at adding the timing chain, which until this moment was a complete mystery to me. Whilst I have written in this piece exactly what I did, I was unaware of the mechanics behind it. I therefore looked it up and found a great YouTube video of someone doing a TR4 timing chain, which explains how it all works. I strongly recommend this guy. Here is the link:

<https://www.youtube.com/watch?v=1Ptd3d1JjdU>



The next job was to fit the front bridge brace, ensuring the faces align, followed by the front engine plate. Unfortunately I didn't photograph this process but it is also necessary at this stage to fit a couple of core plugs, the oil gallery seal and the cam core seal at the rear.



Then I inserted the distributor drive shaft bush. This is an interesting one. You may not see from the picture but the groove going across the face is ever so slightly off-centre. This means the dizzy can only be inserted one way. I may be wrong here and I did not write this down at the time, but I believe I was instructed to insert this with the groove towards the outside of the block, whilst piston 2 is at it's highest point. This then eases insertion of the distributor in the correct position later.



Now it's time to insert the cam shaft. All bearings were liberally smeared with bearing guard in the journals and the shaft is very carefully inserted. It helps to put your fingers in the distributor hole to help guide the cam in but be careful not to crush your them! Once in, the retaining plate was fixed by removing the two bolts next to the cam and fitting the plate with spring washers only and tightening to 22 lb/ft. It is important to use bolts here and not screws. Then measured the end float which should be 0.004" to 0.008". All was well, so removed the bolts, added Loctite 243 and re-tightened again to 22 ft/lb.

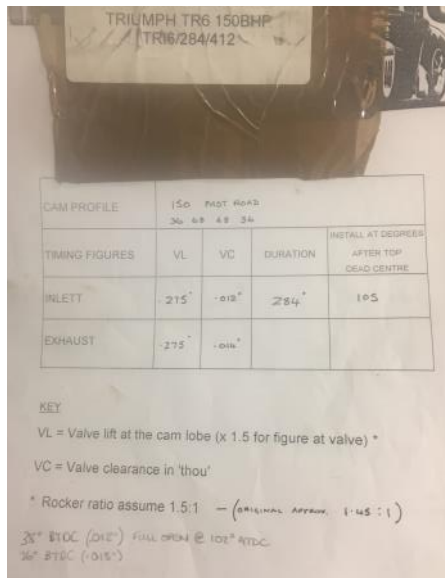


I now added the timing gear with he "dish" side facing the engine. Again, the cam gear must have bolts and not screws. The alignment of the cam gear with he crank gear was then checked with a straight edge and the gears checked for sharp or bent teeth. If alignment is out, shims can be used but if teeth are sharp or bent, replacement is recommended. Fortunately, mine was perfect. Once done, the cam gear was again removed in order to fit the timing chain.



Now we are onto adding the timing chain, which is not for the faint-hearted! First, if you have alignment marks these should be used to fit the gears together with the timing chain. I will not explain all that here as it's too complicated for the space I have but instructions can be found online.

Instead, at this point, I inserted no.1 inlet cam follower, together with the valve lifter rod, noting that the inlet for no 1 cylinder is the second hole, not the first!



This sheet shows the characteristic of my new Fast Road Cam. A bit of maths within this but the important information is that the inlet valve opens at 36° before top dead centre (BTDC) and is fully open at 105° after top dead centre (ATDC).



Armed with these figures, I then used a dial gauge to find no 1 piston Top Dead Centre position. With the timing wheel in place, the wire was then set to 0 on the timing wheel. Then comes the tricky part. The crank is turned until the timing wheel is 36° BTDC. Then the cam is turned until the rocker lifter rod is open to the amount of the rocker valve clearance i.e. basically until it just starts to lift. At this point, without moving either crank or cam, the cam gear and chain are fitted; not easy. When done, the cam is gently turned 2 revolutions and stopped when the rod just starts to lift. Then check the timing wheel; should be 36° BTDC



Do another 2 gentle revolutions of the crank shaft and stop when the rocker lifter rod is at it's highest. This time the timing wheel should be at 105° ATDC (for my cam, as mentioned above). A tolerance of between 1-2° means the timing is all in the correct position. As an aside, amazingly, mine went on in the right place, first time, which I am reliably told, never happens!

Following this, the timing chain cover was prepped and fitted, together with a new tensioner.

The block is now almost complete, just a couple more things and we're onto the head!

See you next time on ... Following in his Grandad's Footsteps.

FOR SALE ...circa 1970's DANDY 4 Trailer TENTopen to offers ?!

I am also attaching photos of the 'trailer tent rig'. The story behind it is that my wife was diagnosed with Multiple Sclerosis in her mid twenties, which fortunately has progressed very slowly for 50 years. She started to deteriorate about the time I acquired the TR4 and relied on an electric scooter for getting around. This posed a problem when using the TR as the scooter would not fit in the car and clearly we could not go very far, IWE Festivals etc. At the time my then son-in-law had a business importing old VW Campers from California and a workshop specialising in steering/brakes and lowering suspension. We were with him at a VW show on Southsea Common and he had acquired the trailer tent from somewhere and was trying to sell it, unsuccessfully. The wooden bodywork needed totally replacing, but the chassis and canvas were good. I spent the day looking at it and realised that it could be the solution to carrying my wife's scooter with the TR as the scooter would fit in the space in the middle of the trailer. I did a deal with him and renewed the woodwork (marine ply), overhauled the brakes/hubs/electrics and restored it and had a tow bar fitted to the TR by Wilmond in Hitchin. It has enabled us to go to many IWES over the years. Happily, my wife enjoys the TR as much as I do. I previously submitted a couple of articles regarding my experience with the TR4 to TRunnion about the time of the 2011 Harrogate IWE.

The trailer is 8ft long (excluding tow bar) x 4ft wide opening to 12ft wide, with an insulated roof. It will sleep 4 and when erected is some 2 feet off the ground. The original wooden sink/cooker unit is missing and I have used a portable 2 burner gas stove (included).

It has had very little use and has been kept on axle stands in my garage.

The trailer tent can be erected in minutes by 2 people, a little longer by one person – I have managed over the years single handed, however with advancing years and my wife's condition, it has become increasingly difficult for me to use and erect the tent; hence the time has come to move it on.

My contact details are Gordon Staple – 07855 194431



Call Gordon Tel: 07855 194431

Books for Sale ...

Hi Chris,

I still have four books that ex-LVG member Dennis Masters has asked me to sell for him.

They are all in excellent condition and the TR6 workshop manual has been split into two volumes with each page in a separate sleeve (very useful when doing dirty jobs).

I include a picture of each book.

I can be contacted by email and can reserve any of them and bring to a club meeting for collection.

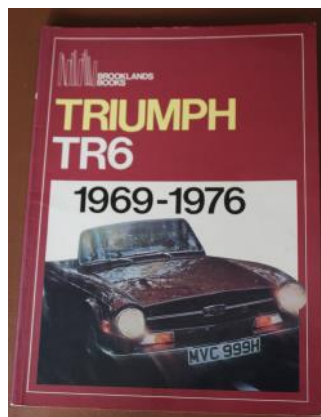
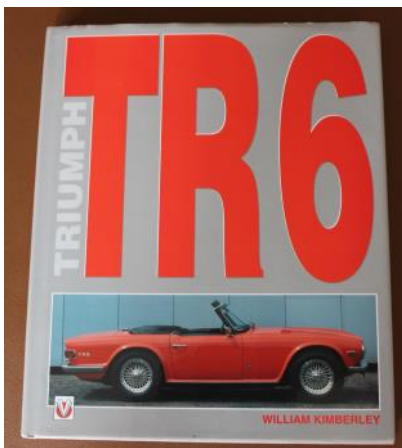
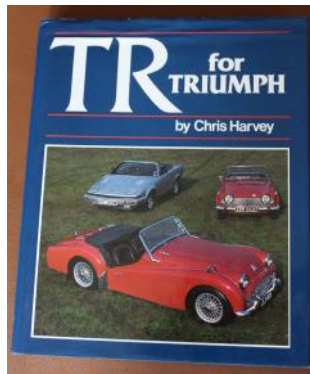
He has asked for the following prices :-

TR6 Workshop Manual : £20 for the two volumes

TR for Triumph by Chris Harvey : £10

TR6 by William Kimberley : £10

Triumph TR6 1969—1976 , Brooklands Books : £5



Email Phil : **philtitchner@yahoo.co.uk**