



The TRunnion

Broadcasting to LVG and the TR world

202410 November





Editorial ... I thought this issue would be lacking in articles, so I added extra historical infobut then as deadline date arrived so did the email response, hence a fairly packed issue this month. This was always going to be my nod to the RAC Rally which used to be a highlight every November.

Inside you will note that TR7s were not very popular when first launched with not just the TR Register to blame. Noted that TR Drivers Club , formed mainly for TR7 owners also accept other TRsand the TSSC which was set up for owners of Triumphs based on the herald chassis (I think, from memory) have added TRs to their list in recent years. Have they taken members away from the TR Register or do some belong to multi-Triumph clubs? Mostly the latter I suggest.

Keep reading....and feel free to email any comments to the address below! Up to 200 receive TRunnion via email and also see it via Facebook (some even "Like" it)...and a few even see photos that Mike posts on Instagram !

Check the TR Register LEA VALLEY GROUP WEBSITE ... You could spend many hours here, because not only the current TRunnion but those of previous years are in this library for you to see.

Chris.

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DEADLINE DATE ... for articles & photos for next issue is **by 6.30pm on the 5th day of the Month !**

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*Please send any TRunnion articles direct to the Editor
.....as a **WORD doc attachment !***

Keep the text small, if possible: TAHOMA, font size 11

PHOTOS : JPEGs of finest quality ...if possible ... please.

EMAIL direct to: chris.trunnioned@btinternet.com

Please keep Text & Photos separate.

My Publisher does not like it if pics are added to a Word doc.



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Meetings Venue and Small Print

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 Ther Cock is very small so it **would be appreciated if those intending to eat could please call: 01767-314411 so that they have an idea of numbers.**

WEB SITES :- TR Register: www.tr-register.co.uk
TR Forum: www.tr-register.co.uk/forums

LVG: www.tr-register.co.uk/group/lea-valley

Facebook: "TR Register Lea Valley Group"
www.facebook.com/leavalleyTR

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

Disclaimer The TR Register wishes 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.

Welcome to the home of LVG ...the Cock Inn, Broom. Book your lunch!

Check our LVG WEBSITE for all you need to know

About, Gallery, Social Scene, Events, Newsletter and Local Happenings !

Click NOW for LVG updates

Just click below to keep yourself updated :-

<https://www.tr-register.co.uk/group/lea-valley>





Group Leaders' Report

Phil Sanford

The end of the year is fast approaching, I don't know if it is just me but every year seems to go quicker than the previous one. Thank goodness I have my trusty wall calendar to keep track of the days. That brings me neatly on to my commercial for the 2025 LVG Wall Calendar. You should be able to get your copy (copies) at the Group meeting on this coming Sunday the 17th. If you can't make it to the meeting just let me know and I can reserve one for you and arrange collection or even personal delivery. Our thanks go to Melanie Rowlands who stepped up to the role of calendar compiler that Phil Titchner had done in previous years.

Hopefully some of you got to visit the Classic Car Show at the NEC. The TRR stand was busy and showcased the various designers of the TR range through the years. There was also a stunning looking TR4 that had a GT6 roof grafted on to it. As Eric Morcombe would say, "you couldn't see the join". It was an excellent show that is too big to do in a day, although I did my best.

Nineteen of us will be going to the Adult Panto on the 22nd, a good time is guaranteed especially if you sit on the front row!

At the last Committee meeting we discussed what format the evening meetings should take next year. We concluded that we want your views on this, to attract more of you to come along and set the agenda. Do you want to eat first then have a general natter, just have a drink and a chat, stick to one or two venues in the Group area, is Wednesday the best evening or do you prefer a Monday or Tuesday evening and at what time? Please, please, please let us have your views and ideas on this. Contact me by email, text or phone call, it is important that we provide you with the best options that suit the majority. The present format has been in place for several years and it might be time for a change.

Our December regular meeting is usually an unofficial Christmas Dinner as that is the roast that the pub puts on. Watch out for an email asking for a pre-order, you can of course come along just for a chat and a drink.

The Group's highlight of January 2025 is the Annual members Meeting plus Kick Off Lunch at the Mount Pleasant Golf Club in Lower Stondon on the 19th January. It would be much appreciated to see as many of you as possible at the AMM even if you are not staying for the lunch. Don't worry you will not be press ganged into joining the committee, but if you do want to join you will be very welcome. It is your chance to hear what is planned for next year, how we have raised and spent Group funds, elect the committee and see who has won the various awards presented each year. You also get to a chance to have a say on how the Group is run and what you would like us to do.

Well, that's enough waffle from me, I look forward to seeing you all sometime over the coming months and in the words of Dixon of Dock Green, "mind how you go".

Phil



Dates for your Diary



Sunday 15th December, regular monthly meeting at the Cock PH our unofficial Christmas Lunch – pre-booking essential

Wednesday 1st January 2025, New Year's meetings at Barrington and Stony Stratford

Sunday 5th January 2025, autojumble at Whitewebbs Museum of Transport Whitewebbs Road, Enfield, EN2 9HW. Please note this is in the ULEZ zone.

Monday 13th Jan 2025, A Talk at Pidley Village Hall. Lucy Lewis - the first female bomb disposal officer in the Army. £5.00 per person. Organised by Camb Followers, booking essential, limited space available. Please let us know asap if you would like to go.

Sunday 19th January 2025 AMM & Kick Off Lunch at Mount Pleasant Golf Club.

A date for your diary.

Sunday 9th February 2025, MG & Triumph Spares Day, Stoneleigh, Warwickshire.

If you are thinking of going we can car share.

Monday 10th February 2025 Drive Your Triumph Day. This year we will be going to the Mulberry Café at Bosworth's Garden Centre PE8 6SH to meet up with the Camb Followers.

April 2025 Dutch Delights – Windmills & Waterways Is there any interest in this 4 day tour organised by Scenic Car Tours? For details see <https://www.sceniccartours.com/dutch-windmills>

Keep up to date with all LVG events by visiting <https://www.tr-register.co.uk/group/lea-valley/local-happenings>

If you would like to attend any of the above events, please let Phil or Mike know at the usual email address trr.lvg@gmail.com or by the Group WhatsApp or call 07919 037321



NOW and THEN

Chris Glasbey

It's not just a case of looking at TRs and the TR Register as you see it today, we need to turn the clock back.

In 1970 when the Club was formed, parts for the sidescreen TRs were becoming harder to find and so the TR Register was formed and Cox & Buckles were the crusaders who began sourcing and making new parts for these early "old cars". The so called "classic car" scene was only in its early stage.

Strange that the "Windy Window TRs" were only to be associate members at that timebut that was short lived and soon ALL TRs were regarded equally with their owners becoming full members.

If Ian Cornish is reading thisperhaps you may have a few words about those early formation years that I may include in the next TRunion ? Thanks Ian.

Now moving on to 1975 and the launch of a wedge shaped TR7 (its production name being 'Bullit'). I have previously mentioned that I worked for a company which made parts for the car industry including what was to be the TR7.

Bill Boddy, Editor of Motorsport magazine said that the TR6 was the end of an era, because the new TR7 had nothing in common with previous TRs. This was also at the fashion time of wedge-shaped cars such as TVR and the Austin Princess.

I admit that I was not a fan of this new TR and neither were other TR Register membersand I bet MG owners are not necessarily fans of the SUVs that carry the MG badge. New cars are not going to easily slot into the world of classic cars.

Good for them, the TR7 owners decided to form the TR Drivers Club! In the years that followed the TR7 grew in popularity with members who owned a stable of TRs now including one in their collection. With all TRs being equally welcome today, I wonder why the TR Drivers Club still exists? *(comments please?!)*

In 1976, the TR7 was launched in the UK and the Stafford & Warwick Group (of which I was joint Group Leader) assisted with a display of our cars at the local Triumph dealership. I have told this story before and below is the photo which also reminds me of when I had hair.



Chris

NOW and THEN 2



TR7 DISASTER KEEPS MGB ALIVE 1975-81

The MGB was always going to be discontinued when the TR7 had found its feet. This never happened, despite later TR7 convertible and V8 versions, and despite two moves to different factories in a bid to reduce the losses made in manufacturing the Triumph. So much investment had been poured into this legendary lemon that BL felt it had to continue in the hope that sales would pick up – at which point the MGB could be axed. Instead, by May 1979 it was saying that the 'B' was envisaged as continuing for

That's MG history, not for here.

With thanks to Jon Pressnell, writing for Octane magazine about the Centenary of MG.



A Tribute to Tony Pond ...



With acknowledgement to author J. Maclay (1967) This is an extract from a very water damaged book which had spent many years in Brian Chidwick's garage. Some of it is readable but not much. Before shredding it, I pulled out the following pages which should be of interest. Enjoy the read and thank you Brian

BUYING A SECONDHAND TR4 or TR4A

Few sports cars have had more effect on the fortunes of their makers than the Triumph TR range. The first of the line was regarded as something of a joke when it appeared on the Triumph stand at Earls Court in October 1952. In the outcome, this model was never produced which is why, so far as the public is concerned, there has never been a TR1.

What happened was that Sir John Black, then chief of Standard-Triumph, wanted something to compensate for the unexpected lack of success of the Phase I Vanguard in the U.S. (it was too much like a small American car) and decided that the real way into the American market was via the sports-car field. His engineers were hastily summoned and ordered to produce a sports model for the forthcoming Motor Show. For reasons of both time and economy, this had to use as many existing Standard-Triumph parts as possible. The outcome was a blend of Standard Ten chassis parts with a Vanguard two-litre engine and a new sports body.

As others have since found, the sports-car market is not one that can be entered light-heartedly by a big manufacturer because the people who buy sports cars have their own strong likes and dislikes which mass producers seldom appreciate; and certain details of the new Triumph sports car did not please. Fortunately, Sir John Black had engaged the services of sports-and-racing-car expert, Ken Richardson, who very soon sorted out both the offending items and certain initial weaknesses in handling, with the result that when the car finally went into production the following summer it was a very different vehicle. Its factory code number, TR2, was never intended as an official title but the public got hold of it and the name stuck - the more so as the new model cemented its hold on the market by an outright win in the 1954 RAC Rally.

Although various important detailed changes were made during the run of the TR2 and subsequent TR3 models the basic design remained unchanged and the biggest alterations came with the introduction of the TR4 which was announced for the Motor Show of 1961. This not only had a completely new body which was wider, longer and more luxuriously appointed, but the engine was stepped up slightly in size and power, the gearbox redesigned to include

BUYING A SECONDHAND TR4 OR TR4A

chromesh on all four gears, the track widened at both front and rear and the separate chassis stiffened at the front where rack-and-pinion steering was adopted. All this caused a weight penalty of approximately $\frac{1}{2}$ cwt., but the increased power took care of this and the makers' claim of a maximum speed of 110 m.p.h. was matched fairly closely on test.

Three-and-a-half years later came the TR4A, which not only included more comfort and luxury, but a chassis modified to accommodate independent rear suspension of the type which had already proved successful on the Triumph 2000. For the U.S. and Canada, however, it was also possible (and still is in these markets only) to buy a TR4A with a rigid axle to cater for a special North American demand which continues for this feature. To forestall a question which is sometimes asked it is NOT possible to convert a car with semi-elliptic rear springs to i. r. s. or vice versa.

Other points which distinguish the TR4A from the TR4 include slight modifications to the front grille, an increase in engine power output of 4 b. h. p. as a result of fitting new carburettors and completely new induction and exhaust systems, the fitting of an 'anti-smog' valve and a general improvement in the furnishing and all-weather equipment. With the TR4A, the hood fabric remains permanently attached to the irons for easier erection and folding, and an improved form of fitting to the screen has been adopted.

In all, 40,253 TR4 models were produced and the TR4A is now in its 28th thousand. These figures, coming after the long ancestry of TR2 and TR3 models, mean that later types are particularly well developed and remarkably free from faults. This also accounts for the fact that changes during the production runs of the '4' and '4A' have been both few and trivial.

SPARES

It is the manufacturers' policy to maintain spares for 10 years after production and both minor and major components are available on an exchange basis. Examples are an exchange engine at £64, a gearbox at £32. 10s., TR4 rear axle at £26. 10s. and TR4A rear axle assembly at £27. Smaller items available on an exchange basis include such things as disc brake calipers, distributors, dynamos, oil pumps, petrol gauge units, rev counters, shock absorbers, steering units - and very many others.

BODYWORK

In the showroom, the bodywork is likely to come under inspection first. The body is of pressed steel and rust-proofed so that, if the car has been well maintained, it should be in good shape and free from rust. At the same time, it is worth pointing out that the TR

TRIUMPH MAINTENANCE, HOOD

is the sort of car that is likely to have been left over indifferent surfaces so that the inevitable bombardment of small, sharp stones may have penetrated the finish under the door sills and wheel arches. If the car has been well looked after the owner will have kept an eye on these points and touched up any bare spots before rust has had a chance to get a hold. Otherwise, rust deterioration may be difficult to eradicate.

For the rest, there are no points calling for special mention although buyers would be well advised to inspect the hood which, as with all open cars, is more susceptible to the effects of time and careless usage than most parts. A point worth mentioning is that hoods which have remained unused for long periods (as may happen if an owner has been in the habit of fitting a hard top for the winter months) may display minor leaks due to the stitching acting like a wick and carrying water through the joints. This can easily be cured by treating the stitches, but it is important to use only the approved stitch sealer, which is obtainable from Triumph dealers, as use of an unsuitable preparation can ruin the PVC material.

ENGINE AND TRANSMISSION

Looking at the engine in the showroom will do little more than give a hint of whether the car has been well cared for but as the engine is not one which is normally prone to oil leaks, their presence could indicate possible trouble. A dirty engine should, therefore, be regarded with a certain amount of suspicion and the seller asked to clean it down; if this is done and the engine inspected again after the test run, the extent and source of the leaks should become apparent.

One spot where an oil leak might well be serious is under the clutch bell housing as this could indicate a faulty rear main-bearing or its oil seal or a defective gearbox front bearing or oil seal - any of which could be relatively expensive to cure. A blocked crankcase breather, however, will produce similar effects by causing oil to be forced out at these points, even though the bearings and seals are not defective.

Both the TR4 and TR4A engines are very robust and stand any amount of hard driving. Properly maintained and intelligently handled (with 5,000 r.p.m. strictly observed as the sustained limit of revs.) they may well reach six-figure mileages before replacement becomes necessary. They have, incidentally, replaceable cylinder liners. If properly adjusted, the valve gear should be reasonably quiet and the same goes for the timing. In the latter case, however, a certain amount of noise need not be regarded too seriously because noise, in itself, does not determine the life of

SECONDHAND TR4 OR TR4A

the timing gear.

On a test drive the first point which will be noted will be the action of the clutch. It is most unlikely that this will judder but, if judder should be present, possible causes are misalignment, oil or grease on the linings, uneven wear of the linings or a bent shaft or driving plate. None of these can be checked by a quick inspection, so the buyer will do best to fear the worst and bargain with the salesman on the basis that a clutch overhaul could cost £16-£17. There is, however, one other occasional cause, namely faulty engine mountings which allow the whole engine-gearbox unit undue freedom of movement. If this should be the trouble the cure is, of course, much less expensive.

No excessive noise should be present in the gearbox and the change should work both smoothly and positively. If the car has overdrive this should operate reasonably sweetly and without any undue slip on upward changes, but it is worth remembering that, generally speaking, a change out of overdrive on a closed throttle is likely to be more obtrusive than any upward changes.

ON THE ROAD

Normally, the TR is sensitive to the steering and there should be no excessive movement of the steering wheel. If there is, the cause is likely to be wear in the rack, the ball joints or the vertical link - all of which should be obvious from inspection. There is a shim adjustment for the meshing of the rack and pinion.

So far as the brakes are concerned, application will give a good indication of their condition, but the degree of wear present in the pads and linings can be ascertained only by inspection. A good thing to do, however, is to ask the seller if he can produce the maintenance voucher book. If he has been sensible and looked after the car well he will not only have had the normal 6,000 and 12,000-mile services carried out at the right periods, but will have had the fact entered up on the counterfoils by the dealer. This gives conclusive proof of regular servicing and is undoubtedly the best quick guide to the way the car has been looked after.

PERFORMANCE

Maximum Speed (in overdrive top): 109 m.p.h.

Acceleration: 0-50 m.p.h. through gears: TR4, 7.9 sec.:

TR4A, 8.4 sec.:

20-40 m.p.h. in direct top: TR4, 7.3 sec.:

TR4A, 9.3 sec.

Fuel Consumption: TR4: Overall, 24.0 m.p.g.: touring, 28.7 m.p.g.

TR4A: Overall, 22.5 m.p.g.: touring, 31.9 m.p.g.

Braking from 30 m.p.h.: 30 ft.

LVG Calendar 2025

Be at The Cock this Sunday

Demand a Calendar from Phil



only £6.00





Pete Muncer



Following on from an item in last month's Mutterings, I did receive a substantial bill for the work on the VW campervan – an EGR valve is to do with controlling emissions, but it is an expensive bit of kit (£550) – then add in some other bits and pieces and 4 hours labour cost – oh well, all done now anyway. Talking to the mechanic who did the work, apparently the EGR gizmo was upgraded by VW some years ago, which made it a more complicated job to fit (and therefore more expensive) – there's progress for you.

I browse the TRR Forum from time to time, and recently an item was posted showing a film of the Players No. 6 Autocross series from 1966. For those not aware, Autocross was racing on grass tracks, usually in a farmer's field, and it was a very popular sport at the time, with a national championship sponsored by Players No.6. Many years before I became involved with TR's, I spent a couple of seasons as part of a team of four "lads" (yes, this was a long time ago, 1969/70), competing in meetings around the region, most weekends between April and October. For our first season, we entered the 1300cc rear-wheel-drive class, having built up a 105E Anglia fitted with a crossflow Escort engine (see pic), with two drivers sharing



the car on alternate weekends – the next year we had an Escort 1300 in the team as well, so we all had a drive every weekend then. The first season we all learnt how to cope with bouncing around on dusty dry tracks (a face mask was a desirable piece of kit) or sliding around on wet grass and mud, and the next year we all had some class wins – Tim Stevens actually qualified for the end of season Players Final in the Escort (although the engine blew up as he crossed the line!).

Results were decided on a time basis usually over 3 laps of the track, although cars started in pairs, so wheel to wheel tactics were required. There were some interesting vehicles entered in the Specials class (one of these usually had overall fastest time), including Beach Buggies, Mini-Mokes, Lotus 7, and several twin-engined machines based around Mini architecture, including the BUFI Mowog (see pic), and the Tiger Twin. I think this last one started life as a Minivan, but heavily modified with the roof cut off, and a second engine / gearbox unit fitted at the rear, giving 2000cc and 4WD – apparently the problem was to keep the two gearboxes synchronised - rumour has it that the car finally was retired from competition with the front box in 2nd and the rear box in reverse, with the two halves departing in opposite directions. I don't recall seeing any TR's taking part in autocross at the time, although I'm sure I have seen a pic of a TR6 being driven very enthusiastically by a certain member of LVG? Anyway by the end of our second season, the Anglia was very tired and needed replacement (it had done over 40 meetings), so that was the end of my career in autocross. My next involvement in motor sport was as co-driver to Tim Stevens in rallies, a partnership which was destined to last for 20 years (including several entries in the RAC Rally) – but that's another story (told in a previous TRunnion).

Our Honourable Editor's comments last month regarding ownership of his "scruffy" (I don't think so) TR3A for 49 years, made me think that owning my 4A for 31 years was nothing to write home about – 49 years must be close to a record for TR ownership – Chris must have been a mere lad at the time. My TR also is never going to be seen in the concours arena, but as long as it looks tidy that's fine with me – although the car won Best in Show at Old Warden apparently in 1990 before I got my hands on it.

The 2025 classic season may be months away, but I have started researching tour routes already (well, there is not much on TV anyway), as next year could be the last for CACCC tours, at least with the current organising team involved. The Springing Up Tour will be based in Norfolk, late-April / early-May, probably at the Knights Hill hotel near Kings Lynn again, which was an excellent base for the 2023 Falling Down Tour (and also for a TRR North London Group gathering previously) – the planned route involves stops at a steam railway and a pub. The other CACCC event, the one-day Tibbles Tour in June, is the one which should be easier to plan, given the accumulated knowledge of the local area from previous events – but how to minimise re-using roads that have been used on recent tours? The answer is to re-visit some venues from the first Tibbles that I planned back in 2007 (hopefully no one will remember that long ago), so we will be heading east into Essex and Cambridgeshire, with the traditional finish back at the Carpenters Arms in Harpenden. LVG members have supported CACCC events regularly over the years, and you would be very welcome to join us on these tours for our swan song (do swans sing – maybe Swanee River?) – more details on these tours in the New Year.

Of course, announcing that my route planning role for CACCC is coming to an end, I may have just shot myself in the foot – no doubt I should expect a call from our Group Leader, suggesting that I could plan some LVG tours (actually I have done a few already) – so Phil, the deal is, I'll plan a tour and produce a draft road book, but someone else can go out to do any checking of the route needed before the event!

At the October monthly meeting at The Cock, there was discussion about future events and in particular those that could be arranged over the winter months. Some years ago we had skittles matches against Camb Followers and North London at The Cock, and a Scalextric evening at our previous venue, the White Horse at Southill. I was not very successful at skittles, but at this point I have to own up to being a regular "driver" in slot car racing a long time ago (about the same time that I was competing in Autocross). These races were on custom built layouts (see pic), not Scalextric track, for 1/24 scale cars – it was all quite technical, changing gear ratios depending upon the track layout, putting gunk on the tyres to improve grip, even sometimes using a different hand controller. Races could be short sprints of a few minutes, or an hour or so (even a 24 hours event once – that was not repeated as very few cars were still running at the end – just like Le Mans), and I found that concentrating on a slot car was harder work than driving a few laps around a grass track.

Finally this month, a challenge was presented for Inspector Morse to investigate – The Case of the Missing Tyre Valve Connector. I went to check the tyre pressures on the TR, and as usual one tyre was a bit down after a couple of weeks, so picked up the foot pump – but where was the connector (the bit which you clamp onto the tyre valve) – only the end of the hose was there. I have no idea how or where said connector disappeared, but I took the pump back to Halfords, who supplied me with a replacement connector from stock, so I suspect I am not the first person to suffer from this problem. Moral is, always check your equipment before use (especially at my age).



Pete.



The beast called BUFI mowog



Pat Dawson in TR4



Roger Clark at peak of his powers: 1972 RAC Rally win that sparked the Escort era

November was the month for the RAC Rally and in 1972, Roger Clark started it's long domination by Ford with the Mk1 Escort RS and followed by the Mk2.

Timo Makinen had 3 wins from 1973 and following that were 2 wins by Hannu Mikkola (from 1978) ...and a single success by Bjorn Waldegard in 1977plus a second win for Roger Clark in 1976.

The 1976 win was the first World Rally Championship victory by a British driver ...and would remain the only one until Colin McRae won the 1993 Rally of New Zealand.



Graham's book is out NOW

Order your copy ...and chat with Graham at
 "The Cock" on Sunday 17 November



COASTAL TOUR IN A TRIUMPH TR4 

Raising funds for: Guide Dogs



Graham Teeson

For those members who may be interested, I have just finished a hardcover (gloss laminated) A4 book telling the complete story of my 5,000 mile journey around the coast of the UK. The book has 204 pages and over 400 pictures printed on 170gm professional quality silk finish paper. It is now ready for printing and there will be a very limited number printed.

If you would like a copy, they are £20.00 each plus postage and packing ...or they can be collected at the monthly club meeting.

Please contact me by Email or Text :-

E: nbstanier@gmail.com M: **07791 326815**

Kind regards, Graham

TR6 hardtop , ready for Winter season



Simon Rowlands shows off his newly restored and painted TR6 hardtop. A rarity these days, Simon drives his TR all year round.



Pi Throttle Linkages ...

Mike Aldridge

The article attached to this introduction will be of interest to anyone with a Pi car or those who appreciate good engineering.

Phil (GL) and I recently went to see Martin Giles, a TR enthusiast in St Neots, who runs a business in his spare time trading as Fred Millturn, producing high quality mechanical parts for throttle bodies and throttle linkages for Triumph Pi cars. Martins interest started in 2015, when he struggled to find supplies of throttle linkage parts, so he made his own and also sold some on eBay. His sideline business just grew from there, as did his knowledge of our cars. Martins day job is in Health & Safety, so completely different to his hobby.

When Phil and I originally went to see Martin, it was to get him to check our TR5's were operating as well as they could around the Pi system. All in all both cars were not bad, but in my case the linkages were of a sort that are not easy to adjust, so after a few months of thought, I decided to go for Martin's remanufactured original specification set up, which can also include a single choke cable arrangement (TR5/6 owners will know the original system had a twin cable set up, with current replacement costs of over £100). The original twin cable arrangement tends to jam over time as the cables twist around the selector knob. I have replaced 2 in the previous 10 years on my car.

The Fred Millturn website has some very interesting articles around the Pi systems and Martin has kindly agreed we can reproduce these in TRunnion.

Neither Phil or I have any direct connection to Martin and his business, but as we all know, it can be difficult to find suppliers who have quality products or they don't have any knowledge of their components that they sell. Martin's knowledge will quickly be obvious, once you talk to him. He is happy for members to contact him and he will give you his time and knowledge even if you don't buy any of his products (but obviously he would be delighted if you do buy). Anyone who went to our All Triumph Day @ Shuttleworth this year would have seen Martin and his wares under a gazebo next to Mission Control.

Martin can be contacted at fredmillturn@gmail.com or 07970 935472

Mike .

	Fred Millturn Parts <i>Reconditioned and uprated throttle bodies. Remanufactured throttle body parts, linkages and upgrades for all PI Triumphs</i>
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Identifying Wear in Throttle Linkages

Our PI cars of the 60s and 70s were built to a budget and probably had a design life of around 100,000 miles if the tin worm could be kept at bay! As such, there is not a single ball bearing or bronze bush in the throttle bodies, countershaft or linkage rods. The nearest we get on early CP cars is the plasticised bushes in the countershaft, which were presumably used as they were less prone to binding than bronze bushes if the alignment wasn't quite right during assembly. On later CR cars, the 2 levers in the throttle mechanism get bronze bushes. Everything else runs metal to metal and wear occurs everywhere, including in the bushes previously referred to.

Butterfly Spindles

The spindles are brass with mild steel levers that are secured with a nut on early cars, and solder on later cars. The brass butterfly spindles run directly in the aluminium castings.

There is no facility to lubricate the spindles. The soft brass spindles wear significantly more than the aluminium casting. The wear on the spindle occurs on the opposite side of the spindle to where the force is applied.

On CP spindles it occurs at the lever end at the 10 o'clock position (if you were looking at the rod end on with the spindle in the throttle body). With the butterflies slightly open, so they are not holding the spindles in position, try moving the lever in the 10 o'clock to 4 o'clock plane. Any movement is due to wear in the spindle. The CP countershaft has separate linkage rods which enable wear in the linkages and spindles to be adjusted out. Synchronisation and a good tickover can be maintained with worn spindles until the wear is so bad that enough air is sucked in along the spindle bores to produce a high tickover speed, even with the idle air valve fully closed.

On CR cars there is a sequential operation of the butterflies as the spindles are connected and operated by a single linkage rod. When there is no wear, this system is superior to the earlier CP linkages as it can be quickly and easily adjusted using a screwdriver without even having to remove the plenum. However, wear on the spindles cannot be adjusted out. Any play on a spindle is taken up before the rotational force is transferred to the next throttle body. With worn spindles on the CR setup, it is possible to rev the engine by operating the throttle mechanism a small amount, which will open the butterflies in the front throttle body before those in the second and third throttle body open. If you adjust the play out, the butterflies in the middle and the front throttle bodies will be open to varying degrees at idle, so you will have an unacceptably high tickover.

Butterfly spindle wear in CP and CR cars can be completely eliminated by line-boring the throttle bodies and fitting sealed ball bearings.



Butterfly Spindle Levers and Top Swivel Posts

Both are originally made from mild steel and should wear equally. Avoid linkage rods with stainless steel swivel posts as stainless is harder than mild steel and the holes in the mild steel butterfly spindle levers will wear more quickly. This will necessitate replacement of the butterfly spindles on later cars that have levers soldered onto the brass spindles.

As can be seen in the photos, wear can be significant elongating the hole in the lever and cutting through the journal of the swivel post. Wear can be reduced by regular lubrication.

If you have butterfly spindle bearings fitted in your throttle bodies, the spindles will never wear but the holes in the levers will. As such, it makes sense to have the early type spindles fitted with removable and replaceable levers. There really is no point having bearings fitted if the later type butterfly spindles with soldered on levers are fitted, as the unworn spindles will need to be replaced when the holes in the levers wear

We remake original specification linkage rods and swivel posts in mild steel for all PI models. We also remake butterfly spindles with replaceable levers for all CP and CR cars.



Linkage Rods

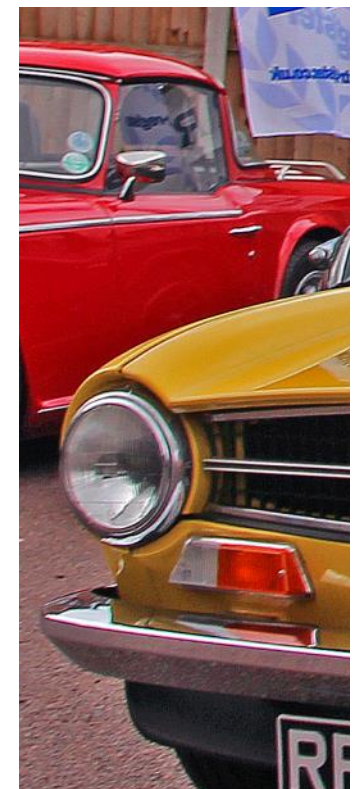
On later rods, the top swivel post rotates freely on the rod and is secured using a locking washer. The rod and the drilling in the swivel post wear, resulting in unwanted play. The screw slots in the top of the rods get broken off.

We remake original specification linkage rods and swivel posts in plated mild steel for all PI models.

CP Countershafts and Bottom Swivel Posts

On CP TRs and early 2.5PIs with the short countershaft levers and linkage rods, the bottom swivel posts wear, but the corresponding drillings in the countershaft do not wear.

On later CP 2.5PIs with the longer countershaft levers and linkage rods, the bottom swivel posts also wear, and so do the corresponding drillings in the countershaft.



On both countershafts, the plasticised bushes go hard and wear. We have seen numerous home-made quick fixes including the use of electrical junction box rubber grommets.

We remake original specification linkage rods and swivel posts in plated mild steel. We remake original spec CP countershafts for all PI cars and recondition original countershafts.

We have a range of countershaft bush upgrades which include SuperPro polyurethane bushes, bronze Oilite bushes (not to be confused with inferior brass) and self-aligning sealed ball bearings.



CR Throttle Mechanism

The CR throttle linkage mechanisms have quite a hard life, as a single rod and lever mechanism carries all of the load to open the butterflies in all 3 throttle bodies.

The usual quick fix for worn butterfly spindles and high tickover is to add additional or stronger return springs, which adds load to the mechanism and accelerates the wear.

The single throttle linkage rod is a longer version of the 3 used on the CP setup. Despite having to take 3 times the load, it is not beefed up in any way, so it wears in the same way as the CP rod described above, but at a faster rate.

The bottom swivel post attaches to the lower lever in the throttle mechanism. Again the drilling in the lever is the same diameter as those on the CP units despite it doing 3 times the work, so again this wears at an increased rate.

In the throttle mechanism, one lever acts on another to enable more precise throttle control in the first stage of opening. A nylon roller on the first lever operates the second lever. This roller often becomes seized and ends up with a slot worn in it.

We remake new and reconditioned original throttle and choke mechanisms, for early and late CR cars.



Fred Millturn Parts

Reconditioned and uprated throttle bodies. Remanufactured throttle body parts, linkages and upgrades for all PI Triumphs



TR Register LVG @ Classic Show



A few LVG members journeyed up to the NEC to indulge themselves in a day of classic cars. The show is an annual pilgrimage and although the £40pp entry charge is a bit steep, it does give access to 8 halls of cars, traders and clubs, which is actually too much to see in a day.

Tony BS had jumped ship from Triumph (just for the show) and was helping to man the Armstrong Siddley unit for 3 days and our very own Luke was promoting TR youth with his TR3A on the TRR Youth stand. Phil S, Nick T, Graham T and Mike A had an excellent day and all purchased a few things, mostly which were on their shopping list. Miriam had decided to let her late husbands TR3A go on the TRGB stand for sale and interest was seen on day one with an offer being made. It's always a shame to see LVG members cars being sold, but when they are, it is nice to see them moved on reasonably quickly and finding good homes to continue in the classic car fraternity.

Graham's book about his 5000 mile Coastal Tour around Britain is out now and he delivered a copy to Tony on the day.

We also bumped into Michael B who attended with some of his Vauxhall chums. How we did this with so many people attending is amazing.

A very interesting car was being shown on the TRR stand. A TR4 with a GT6 roof attached had only come back from the spray shop a few days before the show and had been thrown together to exhibit.

Full fitting out is needed, but as you can see from the photo, it is a pretty car.

The variety of cars and clubs attending is immense, so whatever your interest it makes out for a really nice day out.

Mike.





I have owned my red TR4 since 1973 although many other classics and some exotics have been and gone I have always kept my TR4 because for 50 years it has given me the greatest overall pleasure. I always admired the fast back shape of the Triumph GT6 and always thought the roof section should match nicely onto the TR4 body. Both cars were designed by Giovanni Michelotti and share the same windscreen frame dimensions. A 'fast back' TR GT design already exists carried out by 'Swallow Engineering' a sanctioned conversion known as the 'Triumph GTR4 Dove' made out of fibreglass in my humble opinion the GT6 had a more handsome fast back shape. Earlier this year I was at a loose end needing a project so a scruffy GT6 mk3 was purchased on line, it was only any good as donor car due to its condition. A strong but scruffy TR4 with fast road engine was purchased via 'TR Action' magazine from a fellow member. The GT6 roof once removed matched the dimensions of the base car very well. Most of the TR4 rear deck was removed and the roof section welded into place. A bespoke S.S. petrol tank fits into the spare wheel well. New rigid upper 'B' post uprights were built into the roof but not much else took any bespoke engineering work. During this build I discovered a similar car in the States on a YouTube video in the hands of Triumph builder called Douglas Hanson, his car is known as 'GTR5'. The video shows it be very similar to this build; Douglas's car is useable but has a 'raw finish.' I have also seen pictures of a very smart conversion fitted onto a TR6 base in Holland. This car has been professionally sprayed; it only returned to me last Thursday so the recent few days have seen a hasty refit consequently the car is certainly not finished. In my ownership the car has not completed any road miles so finishing the build and mechanical sorting will be the next step in its journey.



Tom's GTR4

What's the Catch ?

Pierre Miles

The catch is, in this case, the one associated with keeping the bonnet shut on a 6 – and others no doubt. This little treatise started with deciding eventually to have a look at why the standard bonnet release action needed what I thought was too much effort – one of the reasons why many years ago, I installed an emergency/secondary release system (which incidentally has become the method that I now almost always use to open the bonnet as it is far more convenient and operates directly on the catchplate levers). Mine came from Rimmers about 10 years ago

Right, back to the reason I wrote this stuff. My first approach to solving the excess effort needed to release the bonnet using the original method was to replace the cable connecting the handle to the catchplate, mounted on the bulkhead. Removing the old cable showed that it was not, in my opinion the solution to the problem.

Co-incidental to this, I noticed on a local drive that the off-side corner to the bonnet was a little high and becoming higher as the drive continued, until it started bouncing up and down an inch or so. Stopping shortly afterwards and having a look it was clear that the catch assembly on the trailing edge of the bonnet had come apart. It was still engaged with the bulkhead part but not holding the bonnet down. If you look at the parts diagram, the long threaded bolt (9) had separated from the bonnet plate (3). The lock-nut (12), cup (10) and spring (11) were still on the bolt which was itself still engaged with the catch plate assembly on the bulkhead.

Reconnecting the bolt was easy of course, as all it needs is a screwdriver except that it was very difficult to force a spanner between the spring coils to lock the nut in place – It's a very strong spring and not an easy place to reach when at the roadside. One point that became apparent is that the spring force increases as the bolt is screwed in – obvious really! The Repair Operation Manual (aka the Brown Bible) gives no guidance on how far in to screw the bolt, saying screw it in a bit, check the catch works OK and if not do it again.

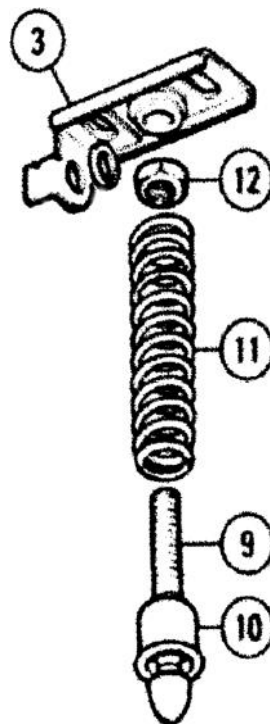
After a little trial and error, all seems OK now although I have not secured the lock nut satisfactorily, but the bonnet is now more in line with the adjacent panels and the original release handle now not excessively stiff to unlatch the bonnet. I keep an eye on the bonnet corner in case the long bolt begins to unscrew again, in which case a couple turns on the bolt with a screwdriver will return everything back to where it should be.

So what is the point of this little article?

If your original fit bonnet release handle is very stiff to operate, consider relaxing the spring pressure by unscrewing – a little- the threaded bolt on the bonnet catch.

If the off-side rear corner of the bonnet looks to be getting a little high, perhaps the bolt in your bonnet catch might be unscrewing itself a little by virtue of vibration and spring pressure.

As an aside, you may have noted that my car does not have the secondary safety catch fitted. That is how it was when I bought it and I have not seen the need to install one. From what I have learned on the forum and elsewhere, the only time it could be of use to stop the bonnet rising is if the main catch is not engaged and you need to brake REALLY heavily. Normal driving around, even at speed, will not cause the bonnet to rise. It is heavy, taking about 13kg of effort just to start lifting it.



Pierre .

Other Regalia also available...
Ask Phil or Mike



LVG Clothing



You can now get regalia with the LVG logo.
Below is a selection of items already purchased, but we
have an extensive brochure of similar items
See Phil or Mike to order



Men's Shirt £28.20
Short sleeve



Men's Polo £18



Ladies polo £21.60



Fleece M or F £28.20



Wayne Scott reports :-

What an amazing day at **David Appleby Engineering** looking over the masterpieces that are his TR7V8 works tribute cars. As a former engineer to Tony Pond on BL cars in period, there is nobody better to build them!

A full article will appear soon in **TR Action Magazine!**

With thanks to TR Register Devon Group for the invite to their open day.

Archive : October 2022





Production of **Morgan's** flagship **Plus Six** is scheduled to conclude in early 2025, and the British manufacturer is marking the occasion with 30 special-edition run-out models.

Named the Plus Six Pinnacle, this limited run of 30 cars marks the end of both the model's production and the era of high-powered, classic-shaped Morgan sports cars – a lineage that began nearly 60 years ago with the Plus 8. A new flagship model is set to debut in 2025.

Powered by a BMW-sourced 335bhp 3.0-litre straight-six, the Plus Six debuted in 2019. Morgan has hand-built more than 1000 examples of the high-performance model since then. Significantly, it was the first model to use the company's CX-generation aluminium-bonded chassis, and also holds the distinction of being the first turbocharged Morgan.



With thanks to Jon Marshall

Jon has retired or is about to retire from his post as TR4 / 4A Registrar for the TR Register and he brought along to a recent LVG meeting a pack of A3 size display photocopies which would otherwise have been fed into recycling. I took receipt of them with a plan to print in TRunion and then shred.

Enjoy some moments of TR historyand thank you Jon . We hope this will be of interest to readers. I will print a few more next month and note that you will see the join as I am using my A4 scanner !



GKV 672 E was a "woks" car sent to Karmann for them to propose what a TR6 might look like. The roof and windscreen are probably TR4A. The panels are composite, not metal.

The car has now been restored back to its original state.



At the Triumph factory ...but looks to me like a development of what would become the Rover SD1

....a rare photo of the TR production line



..... the last TR4Aand the first TR250

Doors ... For Sale !



TR3 - TR3A doors for sale

L/H & R/H doors, as per photos

Available LETCHWORTH, Herts.

£150.00

Contact: Nick Theze

07928 895094



For classic car touring in IRELAND
 You will need plenty of additive to
 protect against Ethanol ...and also
 give yourself an Octane Boost !
 E5 is no longer available !



Michael Boast writes :-

Just back from Touring Ireland and found there is no longer any E5 fuel in the south and at year end there will be none in the whole of IRELAND !!!!!!!!!!!

So, a note for those intending to go to the emerald Isle in an older car **make sure you take some additives.** I noticed that there are a few fuel stops with a higher than 95 grade E10 fuel.

Michael.

The Back Page ...

Greetings to all who reach the back page. Turning the clock back a few years, a monthly magazine would be regular enough for replies and comment . Today we have What's App for immediate comment but maybe there is still room for your words on this back pagewhich is why I add it to each issue , just in case you should write inand no stamp required!

Ed.

Please email : **chris.trunnioned@btinternet.com** *and NOT the gmail address*



Yes, it's Roger Clark again (and he did drive a TR7V8 one year on the RAC Rally). This time it's 1984 ...and with Ian Grindod he drove the Porsche 911 SC RS to finish 11th overall and 10th in class.