



The TRunnion

Seasons Greetings from LVG to the TR world

202411 December





Editorial ...

Enjoy a QUIZ this month, courtesy of he who Mutters. Thanks Pete. Thanks also to everyone who has contributed articles or comments for the TRunnion this yearand to those who are thinking about writing but just need to find the time.

This month I thought I would write about some of the damage caused to my TR3A by the specialists who have otherwise done great works on the car over the years. Any such stories from you? That's grabbed your attention ...see inside.

Thank you for reading TRunnion. Seasons Greetings and Happy TR motoring in 2025.

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

Wishing you all a very Happy Christmas and New Year. It's not long to go before the big day and then we have to think about trying to shed those extra "ounces" we gained eating too much.

The Adult Panto was excellent and was rounded off with a meal afterwards. Somehow Mike and Christalle, who were sitting on the front row were "volunteered" to be the participating audience members of the production, I blame Sharon and Nelson! If you missed it, make sure you come along next year, you never know you could be lucky enough to sit on the front row too.

Our regular December meeting on Sunday the 15th is our unofficial Christmas Dinner and has been booked for 26 people. If you are not eating you are welcome to come along for a chat and a drink, with a chance to join in the quiz.

Once Christmas is over and if the weather is kind there is the opportunity to leave the turkey behind and attend a New Year's Day meetings at Barrington or Stony Stratford.

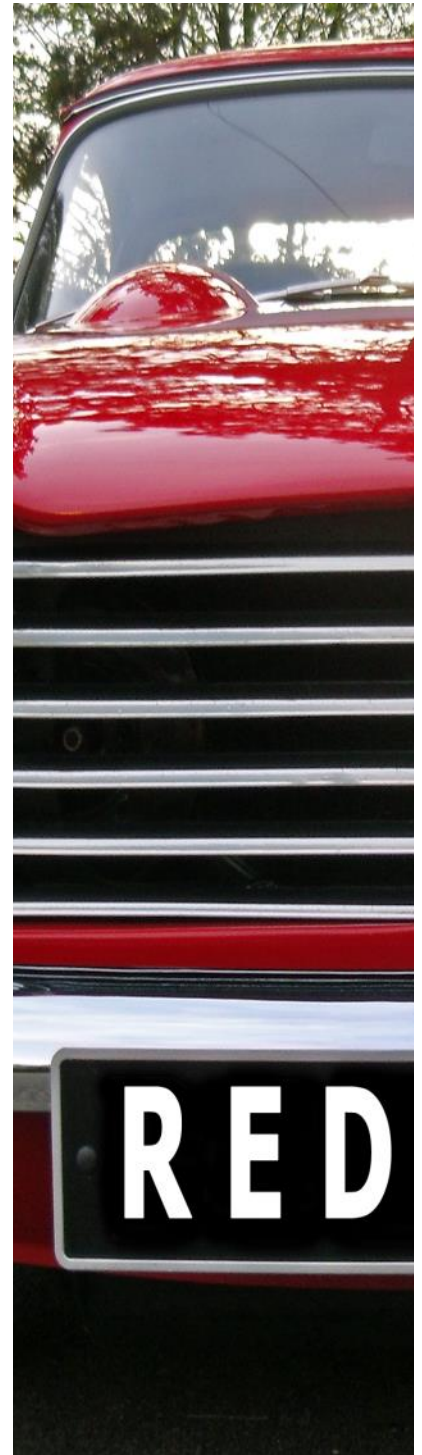
Make Sunday the 19th January a date in your diary for the Group's Annual Members Meeting plus the Kick Off Lunch at the Mount Pleasant Golf Club in Lower Stondon. The calling notice will be going out shortly and it would be much appreciated to see as many of you as possible at the AMM, even if you are not staying for the lunch. 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 have a say on how the Group is run and what you would like us to do. The Kick Off Lunch menu will be circulating soon for you to pre-order and take advantage of the usual Group subsidy for your meal. There will be the usual table quiz, once again compiled by Alison and a bumper raffle with some excellent prizes. It really is too good to miss.

The MG and Triumph Spares Day on Sunday the 9th February is another opportunity to buy spares and tools for your TR regardless of whether you need them or not, you never know when they will come in handy. Don't forget to book early to take advantage of the online discount.

On the following day, Monday the 10th it is the International Drive Your Triumph Day to celebrate Sir John Black's birthday. Our destination will be the Mulberry Café at Bosworth's Garden Centre where you can have a reviving cuppa and a spot of lunch. Look out for further details in the next few weeks.

One last thing, if you want a 2025 LVG calendar they are still available.

Phil



Dates for your Diary

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 is 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 driving 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



From out of the mist and light comes

Calendar 2025

Now is the timeselling fast ...Contact Phil



Cost: £6.00 each ... + Postage: £2.50 for one, £3.00 for two





MUNCER'S MUTTERINGS & XMAS QUIZ

Pete Muncer

Just a few Mutterings this month, before the serious business of a Xmas Quiz (but not the same quiz as at the Xmas Lunch at The Cock).

Referring back to last month's Mutterings, I knew I had seen a pic previously of a TR in an autocross event, but my memory was faulty (no surprise there) – it was a TR4 (not a TR6) being driven enthusiastically by Pat Dawson – where & when was the photo taken Pat?

The recent issue of Motor Sport magazine had an article "Whatever happened to Rally GB?" – the last time there was a round of the World Rally Championship in the U.K. was in 2019, then along came Covid and funding from the Welsh government dried up. What interested me was the numbers of cars entered in the rally over the years – in 1975 there were 250 cars, in 1978 down to 200 (we were number 200!), in 2000 down to 150, then in 2012 just 31 cars in the international entry list. Our Editor may have to wait some time before the rally is back in the calendar, although attempts are being made for a return in 2026, based in Scotland.

Our Group Leader has requested feedback from us lesser mortals, on the subject of evening meetings and whether any changes to the format, timing, etc. are required. Now I am not the right person to ask, as nowadays I don't drive the TR at night at all, and prefer to be in the campervan at night, where the higher driving position gives some relief from ten zillion watts headlights which seem to be the norm on modern cars. Anyway, my vote would be for another Sunday lunchtime gathering at different venues – several other groups seem to meet twice per month on Sundays - something for the LVG Cabinet to mull over at their next gathering.

At the November meeting at The Cock, I picked up not just the 2025 LVG calendar, but also a copy of Graham Teeson's book, describing his 5000-mile trip around the U.K. coastline in 2023 in his TR4. Although some of Graham's notes and photos were published in TRunnion Extra editions previously, the book brings the whole trip to life, and it is an engrossing read – one of those books which I will keep dipping into from time to time - well done Graham (for the drive and the book!).

OK, the festive season is upon us – roast turkey, stuffing, pigs in blankets, a glass of wine, more turkey, another glass of wine, Christmas pudding & brandy, just a little more wine then.....

But as well as food for the body, we need to keep the brain active (assuming you are still awake after all that lot), so how about a quiz?



Entering into the Xmas spirit (I prefer whiskey to brandy), and at great expense, Mutterings present the following for your intellectual stimulation.

(Note to Honourable Editor - is it alright to say stimulation in TRunnion?).

Now these days, you can all get out your smart device, and find the answers within milliseconds, instead of using your brain – however we have ways of checking up on you (is that drone ready yet?), so NO CHEATING!!!

Answers in the next TRunnion (if I can remember where I put them).
First prize – you are designing the next quiz.

1. What was the intended final destination of the Titanic?
2. Where did the first flight of the Spitfire take place?
3. Where was the birthplace of Napoleon Bonaparte?
4. Which famous ship was built in 1869 by Scott & Linton?
5. How old was Henry VIII when he died?
6. What was the name of the first dog in space?
7. How many hearts does an octopus have?
8. Minus 273 degrees centigrade is better known as?
9. How many pairs of ribs does a human have?
10. Which is the smallest of the 8 official planets in our solar system?
11. Which is the 2nd largest country in South America?
12. Which is the nearest Tube station to Big Ben & Houses of Parliament?
13. What is the Fosbury Flop?
14. What is the colour of the central ring in the Olympic symbol?
15. How many feathers in a shuttlecock?
16. Colin Firth won an Oscar in 2011 for which film?
17. Which Xmas movie features a boy and an American train on a journey to the North Pole?
18. Which is the only country in the world beginning with the letter O?

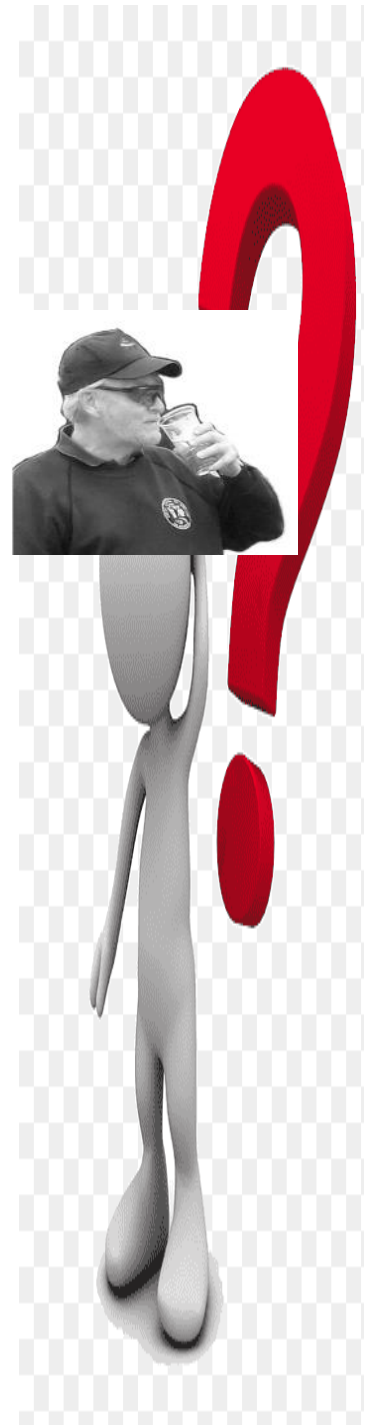
And finally, a couple of TR questions:

19. What was the highest speed (to 3 decimal places) achieved by the TR2 prototype MVC 575 at Jabbeke in 1953?
20. TR2 to TR6 models all have the same wheelbase – how many inches?

Muddy Crimble and a Hippy Nude Year.

The Mutterer

Pete .



Pi upgrades

To conclude the articles around upgraded and improved products for our Pi cars, this month we detail some options for quality choke and throttle cables. These can be obtained from Martin Giles in St Neots via his trading name of Fred Millturn. He is also pleased to discuss any questions you may have and assist members to make some sensible improvements to their cars.

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

TR5 TR6 Choke Cable - Twin to Single Choke Cable Conversion Kit - CR and CP Models

The original TR5 TR6 twin choke cable was not the best design as it requires the two inner Bowden cables to be repeatedly twisted as the choke is locked and unlocked. Despite the poor design, the twin choke cables were quite long lived due to the quality of the materials used. That cannot be said about some of the replacement twin choke cables that are currently on the market.

Our TR5 and TR6 choke cable kit does away with the troublesome twin choke cable. Instead it uses a quality single choke cable that connects to a modified choke fast idle cam. Metering unit enrichment and fast idling are independently adjustable using adjusters. It all attaches using existing fixings, so is completely reversible.

TR5 TR6 Choke Cable for Metering Unit Only - CR and CP Models

This is a longer version of our friction lock TR5 TR6 choke cable. It connects directly to the overfuel lever on the metering unit. The fast idle cam is not used.



If you fit this choke cable, you will need to maintain the revs at tickover using the throttle pedal until the engine has warmed a little.

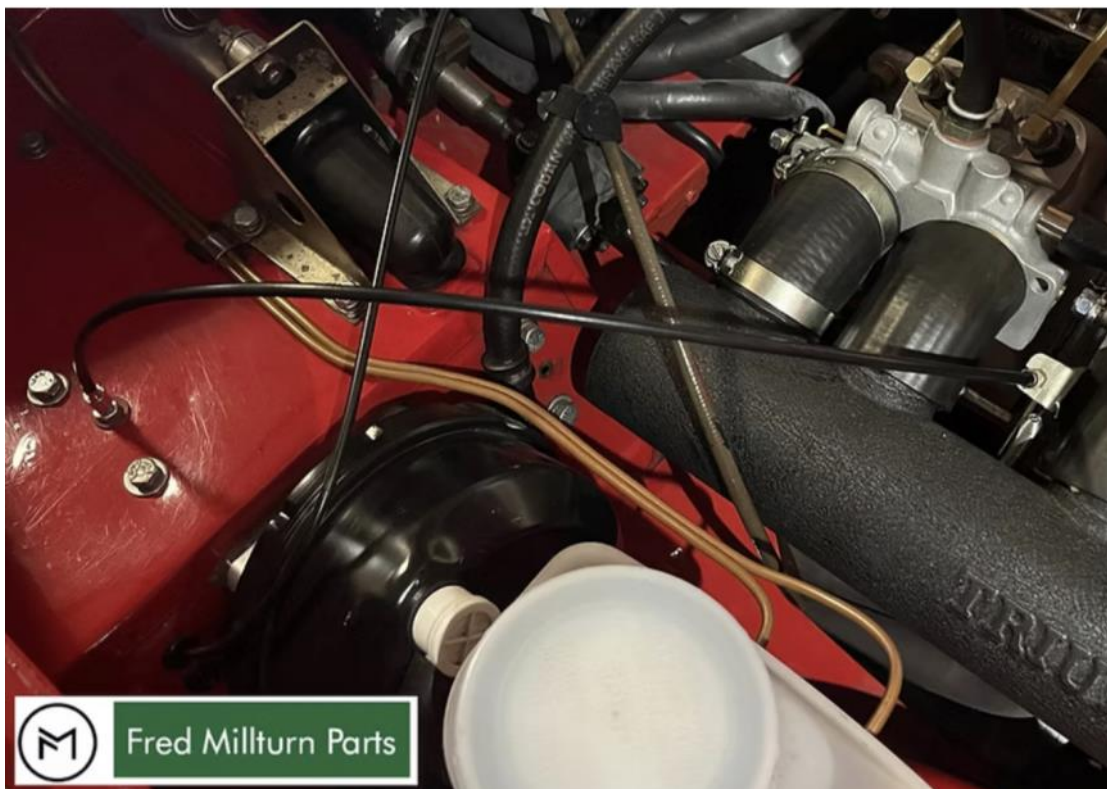
TR5 TR6 Throttle Cable Improved - CP and CR Models

Binding TR5 and TR6 throttle cables can bend the cable brackets and/or cause the crimped ferrule to slide up the outer cable. Once this occurs, the throttle butterflies will not open fully when your pedal is to the floor.

Our TR5 TR6 throttle cable is PTFE lined and shorter than original, running directly from the bulkhead to the throttle linkage which reduces friction and eliminates the need for the inner wing cable clip that cuts through your paint.



Mike.





David Appleby Engineering is at David Appleby Engineering. · [Follow](#)

18 November at 13:00 · Wellington · 🌐

...

Triumphant Season Cut Short for DAE's TR7 V8 Amid Unexpected Injury

Devastating news has struck David Appleby Engineering as driver Mark Higgins had an accident at home that resulted in a dislocated shoulder. This injury means he is no longer able to compete for the BHRC overall title at the Anglo Caledonian Rally this weekend.

Despite this, the David Appleby Engineering TR7 has still secured the BHRC FIA Class title – an impressive achievement for the car's maiden season. Reflecting on the season, Mark Higgins stated: "I am so gutted and sorry to the DAE team, sponsors, and supporters. It's been an amazing season with such an amazing car. The TR7 V8 is a beast to handle when I am fully fit, let alone when I am walking wounded. It would have been a tough yet fun battle, and I am just so gutted the season has ended like this."

David Appleby added: "The TR project has been many years in the making, and I am so proud to see her do so well in her first season. We set out to win the FIA Class and we just did that. Thanks to Mark Higgins and Carl Williamson, we have had an amazing season, and we are very sad that Mark's injury is preventing us from battling for the BHRC overall title. We wish Mark a speedy recovery.

The entry is in, the team is ready, and the car is prepped for a suitably funded driver. If anyone reading is up for an adventure in the TR7 V8 this weekend at the Anglo Caledonian, then please get in touch... quickly!"

For further information, please contact:

James Appleby

Director, David Appleby Engineering





DRIVESPARK.COM

Jaguar Introduces Refreshed Brand Identity and New Logo For Electric Vehicle Era

British carmaker Jaguar has introduced a refreshed brand identity with a new logo and makers ...





Ad got everyone talking, great to see, we all want Jag to succeed. The ad will fade. But the new logo...

33m Like Reply

David

That capital G just annoys me. Never been one to like brands who butcher the English language.

30m Like Reply

Neil

Wayne Scott, I was pretty much warned by by local retailer in that I wasn't the type of customer that they wanted, which I didn't want to believe - Think about our day out and my inclusion of the Jaguar Enthusiast magazine. Well yes, they are looking for a whole new customer base now aren't they?

The other thing, is that whole world to what I have seen are not talking in a positive way for the brand. Surely, yesterday's reveal has got to be a marketing disaster hasn't it? Also, they've deleted all the older posts on both their Facebook and Instagram posts and that is not the best thing to have done. If they are going to embrace change and try and bring people along with them, the trick is not to alienate what was their main customer demographic and what looks to be abandoning their heritage.

28m Like Reply



Pauline

Recently a friend of our who had dealt with a local Jaguar dealer for many years, and always part exchanged their Jaguars for many years took their 3 year old "electric" in to part exchange for a newer model and was told - no thank you, the car will need new batteries soon - we are not interested in doing a part exchange! They had been using this dealership for over 12 years!

22m Like Reply

2 🤔 😡

Derek

Some traditionalist brand style should be incorporated

21m Like Reply



3 December 2024

**Wayne Scott**

6h · 🌐



I was lucky to be given a sneak preview of the new JAGUAR TYPE-00 Concept car down at Gaydon HQ. After thinking, "Oh it's pink!" There was a genuine sense of WOW! about this new design statement. A concept car should shock, challenge, and inspire. This does all three and more. If this is anything like the production cars, then there are some very special things ahead. **Jaguar** has reinvented its "whoaaa" factor for a new generation!

For my full analysis, we are allowing everyone, not just subscribers, to view JAGUAR ENTHUSIAST MAGAZINE so you can read it online here:

<https://jaguarenthusiastmagazine.co.uk/mag/480/index.html>





More views of the special GTR4



LAST CALL ... for a high quality unique book. See views of the whole coast of Britain with Graham's thoughts and the people he met on the journey Contact Graham as below



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

Specialist errors never talked about



Whilst wondering whether I may receive a classic motoring story from a few more readers I started to recollect tales of stories that have been kept out of print for so many years, in relation to my TR3A.

Even the most respected classic car specialists can make errors or even scratch or dent your TR whilst in their care. When you know every inch and even imperfection of your car, this may be something you find out later after returning home, having paid a goodly sum for a job generally well done.

Bearing in mind that I have owned my TR for 49.5 years, these moments span a number of years.

Back in the days when I was preparing the TR for Hillclimbing and Sprinting as well as general touring, company 'A' carried out some bodywork repairs and the fitting of a Salisbury LSD. The gearbox was in need of a rebuild because it was jumping out of second gear and generally worn, so I trusted them to undertake this ...but I was not happy with the result.

The gear ratios may have suited some form of competition but on the road I was reaching high revs through the gears with less distance travelled. It was all wrong but this company would not accept they were at fault and I never dealt with them again. They are no longer in business.

I then took the car to "Racetorations" to have the gearbox rebuilt again. A strong box as per Stag (roller bearings) and including competition clutch and uprated overdrive (button on special alloy gearknob). I am still very pleased with this gearbox. It was rebuilt again just a few years ago.

I thought stainless steel exhausts and silencers were meant to be for life but apparently not.

After some 25 years + the silencer was extremely loud and was a caution on the MOT, so I had it replaced, supposedly with the same big bore straight through type. I was not happy on the drive home because they had fitted the wrong type and the TR was now too quiet. I returned a few days later to have a competition silencer fitted. Road legal but for me it's got to sound right. Sports cars need to be heard. I still remember years ago hearing a Porsche Boxter start up, it sounded more like a hair drier!

Next story involved company 'B' ...and after work had been carried out, I noticed a dent at the mid bottom of the rear



apron. I mentioned it , they denied any fault and I was led to believe it had happened elsewhere. Strangely, the dent was the right size to nicely fit around a trolley-jack handle in the hands of a mechanic who was not used to working on a TR3A. The dent is still there. One day I may have it pulled out.

I was mis-guided on another occasion when the diff needed to have some attention and it was thought that due to the Hillclimbing and Sprinting it would be useful to have the ratio 4:1, so I agreed. For every day driving, this was not great because the TR was now revving 500rpm higher than before in top gear overdrive. Back to Racetorations and a change to 3:7 and all is perfect again.

I had the TR resprayed about 8 years ago by company 'C' and they did a great job preparing and spraying in Triumph BRGalthough the paint seems to be very soft and scratches easily. They had the car for a couple of days for other work to be carried out and I duly collected it and drove home. After driving it into our garage, I noticed many scratches all over the bonnet ! The next day I drove back to company 'C', outraged and puzzled as to how this had occurred. They had parked my TR overnight under their ramp with another car on topand covered the TR with a plastic sheet ...which scratched the bodywork when removed. I waited whilst they buffed out many of the scratches but many still remain today. I was then told that they didn't want my custom anymore since they were slimming the customers down prior to retirement. I could probably have demanded a re-spray but didn't.

There may have been times when I could have had a burst of anger and insisted work was rectified free of chargebut then I would never deal with that company again. However, I tend to smile and take it on the chin because as someone with little mechanical knowledge (I change the oil and spark plugs) I need the expertise of a core of classic car specialists to keep my TR3A on the road for as long as I can still drive it! Errors occur but 99% of the time all these companies are providing an excellent service in keeping our TRs and other classics on the road.

Have you any experiences that you would like to relate, with names changed ?

I know you can't think of labour costs over many years but if they were totalled, I am sure I could have bought a couple of concourse TR3As for the money.....but they would not be as special as the much modified one I still have now, bought in 1975 at the age of 22.

I never did give her a namejust the TRalthough Pat sometimes calls her "the monster".

Just remembering back to those early days of owning the TR after purchasing it for £250. Yes it was a runner in it's original signal red (and my every day car for 5 years). I remember buying P38 filler and Kurrust to fight the rot and fill in holes in the floor panels and wings, etc. We had an inspection pit at the family home and I would also spend time scraping the chassis and repainting with hammerite and waxoyling. Hammerite was also great for the interior floors, etc ...and I still use it today. I also still waxoyl the TR floor for the times when driving topless in the rain. Back home I just take out the mats, mop up any water and all is well.



Chris.

A type OVERDRIVE woes

Mike Aldridge

Some of you will know that the overdrive on my TR5 stopped working when we were on our way home from Scotland, back in June 2023. Well since then I have been playing, in the hope that I could prevent the need to take the overdrive and gearbox out.

When I first got my car 10 years ago, the overdrive worked intermittently and I eventually found that the cause was a very worn connection on the inhibitor switch (see photo). For the next 5+ years the overdrive has worked well, with quick and smooth engagement. When it stopped working this time, it would initially engage, but drop out quite quickly. If I lifted off the throttle with the switch still engaged, the engine would slow to idle, if I picked up the throttle, drive would return, but at non overdrive levels.

Upon return from Scotland I checked the oil level in the gearbox and that was fine and with us off to Holland only a week later, accepted I would have to go without overdrive for that Trip.

Once back from Holland, I took the gearbox tunnel out of my car and this gave me access to check the inhibitor switch and also the adjustment lever on the overdrive. The solenoid was working fully and as it should, so everything pointed to either incorrect adjustment of the activating arm, or a problem in the overdrive itself. Speaking with overdrive specialists they all thought the problem was within the unit so I decided to take the gearbox out and get things sorted by the experts.

Being just a self taught mechanic who has never taken out a gearbox before, I called upon Steve Denton to assist me. Some of you may know of Steve, he has been a mechanic for over 20 years and in this time he has worked regularly on Triumphs and MG's and has a TR6, with his day car being a Rover P6.

Steve's ambition has for some time been to branch out on his own and not simply work for a garage owner. In November this year he had the opportunity to do this and now works for his old boss at a garage near Towcester for three days and doing his own thing for three more days each week.

He operates on a mobile basis and is happy to come to the customer to do his work. He lives near Northampton and only charges mileage (no travelling time) from home. He wants to keep below the VAT threshold and charges his labour at £40 per hour. He has work for December, but is looking to fill his order book for January, so if you want any work done on your car, give him a call 07964 245721

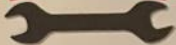


It took us about 2 hours to get the overdrive out of my car and I then took both the box and overdrive to Overdrive Spares in Rugby who refurbished the whole unit. Apparently many components were seriously worn and the internal clutch had failed. Two of the bolts on the gearbox cover were found to be threaded and could simply be pulled out. These were both helicoiled and the cover now fits very well.

The refurb took a week and I went and collected everything in readiness for Steve to come back and help me reinstall in my car. It probably took us 3 to 4 hours to get it back in and ready to test, in addition to which I took the opportunity to get Steve to fix a few other things that needed him to crawl around and get his head under the dash. As I promised this article to Chris for Trunnion, I cannot report that the car is all back together and working yet. I will give a short update next month, but can say I am really looking forward to having a working overdrive again.

Mike.



**STEVE
DENTON
CLASSICS**

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Follow Me
@SteveDentonClassics





TRs competing in November's Wyedean Stages Rally



Which Gear Oil ?

Archives 2018
"TR action"

TR GEARBOX & OVERDRIVE WHICH OIL IS FOR YOU ?

Chris Glasbey - Editor, "The TRunnion" (newsletter of Lea Valley Group)

Knowing there is a choice of oil options for use in TR gearboxes, I raised the subject following the need to have my own TR3A gearbox and overdrive rebuilt due to overdrive failure and the discovery of swarf from this entering the gearbox. I have had plenty of feedback on this subject , starting with comment from Mike White :-

"EP90 is recommended throughout the transmission on the TR6 ...or 90/140, although I have always used EP80 in the gearbox and EP90 in the back axle. 90 in the gearbox can make it a real struggle on a cold morning trying to select 2nd....at least until things have really warmed up. The "good book" suggests changing all the transmission oils every 36,000 miles. Two problems with that: the first is that the TR6 doesn't have a drain plug! Next is that if you are only doing 2-3,000 miles a year, it will take an age to reach the 36K. I suppose changing after 5 years would be about right. I would change it after 500 - 1,000 miles after any Gearbox O/D overhaul, by then the bearings and bushes should have all bedded-in generating all the swarf that they are going to in normal circumstances. I've only changed the back axle oil once in 43,115 miles when I stripped it to change the output shaft oil seals. The old oil was clean as a whistle.

Thanks Mike. I understand that my re-built gearbox has been fed with an 80/90 oil. Others may use 20/50 engine oil, or straight 50, sae 30 or sae 40 ? Time to hear the opinion of others !

A view from TR Register Chairman, Paul Hogan : "I use straight 20 or 40. You don't ever use EP90 as the Laycock instruction manual forbids itthough it never stopped Triumph from specifying it! As it is splash lubrication you don't want a thick oil in a gearbox and in fact in a car that's only used in the summer, you don't need to use a multigrade oil in the engine either. So paying for a 20w/50 isn't worth it. Having spoken to the Millers tech team, you also don't really need to use an oil cooler on a road car. The engine never gets hot enough for the oil to break down".

Interesting feedback so far but now it was time to seek the view of the TR gearbox guru, Pete Cox. I contacted the TR Register Office first and my email was copied to Mike (Technical Editor) Jennings ...who came up with another question :- *"Do TR2-6 gearbox layshafts fail more often if an Over-Drive is fitted and so using the Laycock specified compromise SAE30 or SAE40 oil? I understand that EP oil is now available without dissolved Sulphur or other additives that eat bronze (Morris Oils) also... I know that OD bushings are available that are apparently immune to EP oil additives (OD Spares or OD Repairs, I can't remember which). Should "we" be recommending different oil and/or up spec. bushings & thrust washers? Yet another lay shaft gone in Essex last monthit's an epidemic! Or is it just that we have 100's of poor aftermarket layshafts with thin case hardening ?*

With thanks to Mike , I move on to a reply from Wayne Scott on behalf of Duckhams Oils :-

"In fast road / motorsport applications GL4 80w-90 will give you best performance for Overdrives.....but over a very, very long length of time you **may** experience some pitting of white and yellow surfaces as there is a low level of sulphur content in it.

GL5 is NOT suitable - the sulphur levels are much too high and damage will likely occur within a fairly short operating time.

A 20w-50 multigrade engine oil these days would be fine. These weren't recommended in the 1950/60s because of their propensity to 'shear' but modern formulations are more than resilient enough.

The best all-rounder still though, would be a mono grade engine oil, in particular Duckhams SAE40, which we believe would have been recommended by the OEM in period regardless of what some publications may suggest. Modern mono grade formulations made to a premium standard, like Duckhams, will provide a very high level of performance in Overdrives without any risk of attacking white or yellow metals".

A note now from Tim Hunt who has campaigned his TR4A on many long distance events around Britain and Europe :-

"As regards oil for gearbox/overdrive, for the first few years after acquisition of the 4A in 1970, we used an SAE90 grade Hypoid type as recommended in the driver's handbook. With this oil we found the o/d sluggish to engage until it had warmed up a bit. On a visit to Pete Cox's old shop in Northfield, Birmingham, to drop my box off for rebuild, I asked him about this. Pete recommended a straight 40 grade engine oil which I was happy with for many years. More recently I have settled on Penrite Gearbox Oil 40, which seems ideal".

I am now thinking that I could ask any number of TR specialists around the country and may hear a different story from each one. One such specialist with a track record of building race-winning TRs recommends the use of Millers Oils semi-synthetic 20w50 .

With thanks to the above it is time to hear the thoughts of Pete Cox :-

"For Non o/d gearboxes SAE30 or SAE40 is good, with 40 being superior for hot countries and 30 giving a quicker gear change in moderate ones, like UK. For all A type o/d gearboxes, 40 grade gearbox oil is best but if you can't get any then Hypoid 80/90 will work. The overdrive "likes" this but the gearbox might have a heavier change due to the higher viscosity. Except for short period running in or flushing, multigrade oil should be avoided. This contains detergents which will shorten the life of the synchro cones. However, if your annual mileage is say 2,000, it probably doesn't matter. For J type boxes, Triumph specified Hypoid 80/90 for the benefit of the o/d unit. Should you be lucky enough to have an overdrive fitted with a modern high grip cone clutch, the oil choice isn't so sensitive, as these clutches will grip even with a 15% pressure loss, so you could use a lower viscosity oil and enjoy a (slightly) lighter gear change ...but it is still recommended to avoid high detergent oils. Penrite, Millers and Duckhams can offer suitable oils. Modern oils are generally superior to the offerings of the 50/60/70's".

Thanks Pete and that's all I really need to know, even though there are choices to be made. However, I now have further detail from Pete in answer to Mike Jennings earlier question :-

"Triumph did use sintered bronze bearings which also contain iron (hence iron-bronze) and if an early box is stripped down and a bit of damp has got in, the synchro rings (also iron-bronze) can easily have rusted onto the mating gears.

The 2 overdrive specialists do tend to get together and share parts they are getting made, so swapping from one to another will rarely produce different spec parts.

I have seen gearbox bronze bushes that look decidedly moth eaten but I cannot recall seeing anything in an o/d look corroded. All the gearboxes I build (since about 6-7 years ago)....and we are talking probably 300+ have been fitted with steel bushes. This is NOT basic steel but a very precise spec suitable for purpose. The MOQ is about 15 metreswhich makes about 275 bushes.

There is no doubt that o/d's put more drag on the gearbox and its bearings, particularly layshaft ones, and my memory is that the o/d consumes around 1bhp per 1,000 revs hot, far more cold, so this will likely cause more layshaft failures. Also, a higher % of TR's have an o/d these days and significantly, the cars don't do many miles annually, which is not good for any mechanical parts.

Regarding layshafts, the spec is very tightly controlled these days. The material is the correct "EN" number and the hardening process ditto. The cost of a cheap nasty one would be hardly different to one correctly spec'd. I know MOSS have used the same supplier for many years and the hardness asked for was 57/58 but this was increased maybe 3 years ago to 61/62. Triumph only called for 55, according to the Triumph material spec manual I have. Of course, their suppliers may have supplied something different but who knows now? When the shaft is hardened it tends to distort and has to be ground back to being straight and the correct diameter. Not that straightforward. The depth of the case hardening isn't that important as once the surface has broken into anywhere, the shaft will fail and it will usually be in the bearing area.

The real fault is that the rear layshaft bearing is of inadequate dimensions and new replacements are all "uprated" these days to twin rear bearings, so even if the shaft was slightly down on hardness, the doubling of bearing area would more than compensate. I use twin bearings of a bigger diameter also, giving at least 4 x that load capacity and I have not heard of one of these failing since commencement of use around 1985".

Thank you for such detail Pete. Much respect, particularly on behalf of all members who have kept their TRs on the road since the 1970s. We remember your early days as Cox & Buckles Spares which then grew into Moss Europe. With your responsibility for purchasing the materials and ordering the production of transmission partswe literally would not still be in gear now without your knowledge and experience.

In closing, Pete also adds : "You are always going to find a plethora of opinions about all the included issues, dependant on who had what fail. The only thing I would add is that **it is a good idea to change the transmission oil at least every 5 years** regardless, as oil can split and does get contaminated. Anyone disagreeing with this needs to spend a couple of weeks here looking at

what comes out of the units that come to me for overhaul. Luckily our local tip has an "old oil tank" which I regularly add to. Also, oil technology changes and generally does improve, whichever make is chosen. Lastly, if the TR is to be parked or stored, or even just a gearbox left at the back of the garage, DO leave the oil in it and invest in new oil preferably, even if it is cheap 20/50. It will pay dividend 5 years later".

WHICH oil is for YOU ? I couldn't possibly say .

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# Been there but not yet GOT THE SHIRT ?



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# *The Back Page ...*

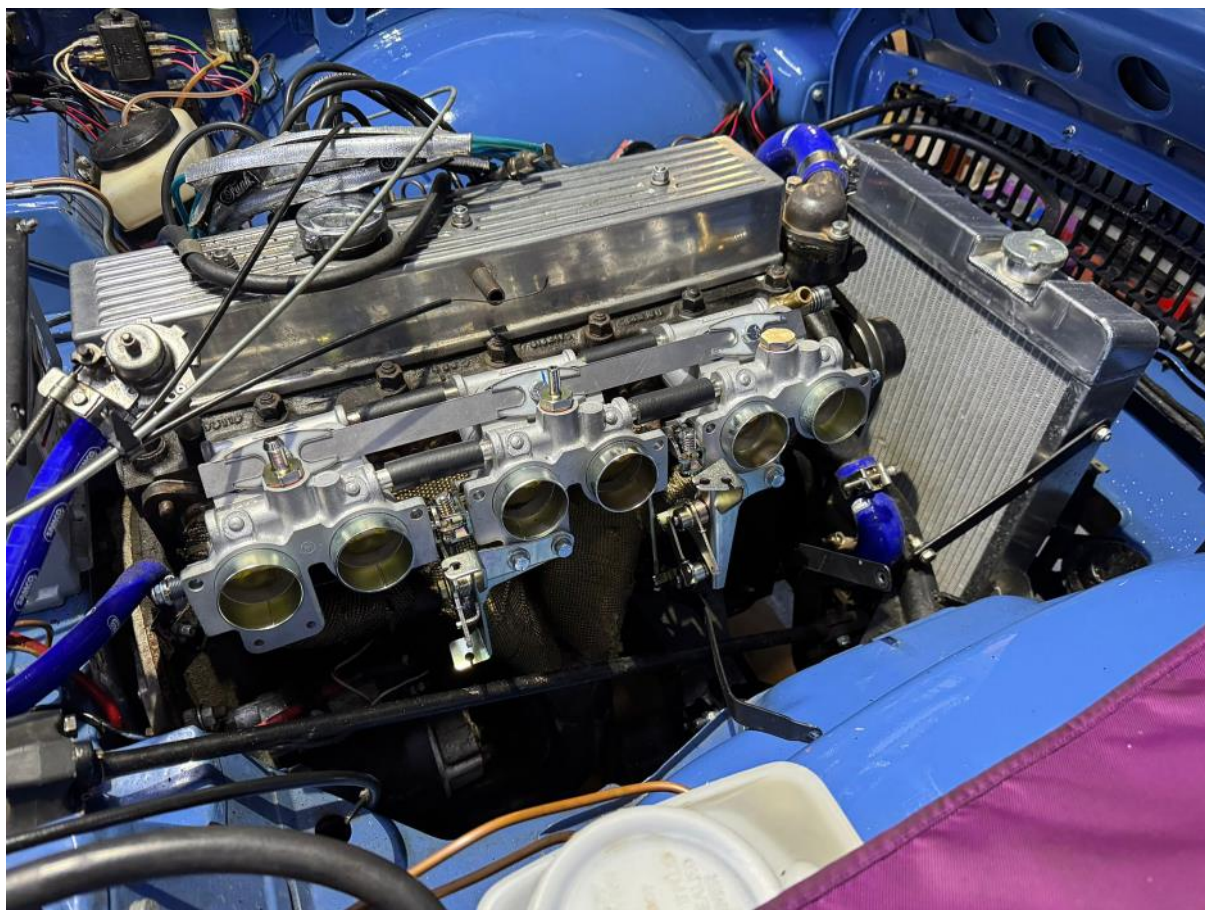
Chris,

I note from the archive article from the November TRunion - Buying a second hand TR4 or TR4A, that the writer says "as the engine is not one which is normally prone to oil leaks, their presence could indicate possible trouble".

Well, in my 10 year ownership of a TR, I don't think I have come across ant TR owner who doesn't have an oil leak. Whoever wrote that article must have been a Triumph salesman, as we all know you cannot trust a second hand salesman.

Interestingly, it was written at the point where 28,000 TR4A's had been sold out of the 71,000 eventually sold.

Regards, Mike .



Simon Rowlands writes (8 December) ....

Spent a good chunk of yesterday with Martin Giles, fitting the new throttle bodies (as per TR6 above) which he had made for me. Removing the old throttle bodies took longer than expected and even had to separate the extractor manifold as well ....but what a difference !

The old linkage was well past end of life. I knew this but have struggled with it through the Summer. Choke cables replaced as well, with Martin's fast running idle cam.

Great to drive .....so much that I took it out today as well.

Simon.