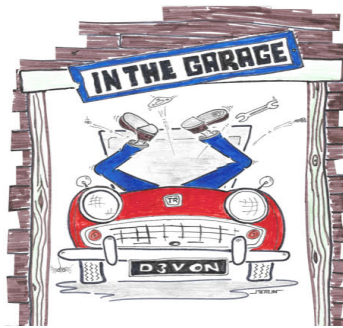


In The Garage



Feb 2025

Issue 21

Welcome to Issue 21 of In The Garage. We are always looking for content so please let us know what is going on in your garage especially if you are a new contributor.

Andrew Willmott – TR3

Steering Wheel Boss Modification

I've used a fabricated Astralli steering wheel boss for some time while waiting for a sensibly priced Moto Lita one to come along. The correct B1 bosses are few and far between but I was able to buy a B1-OE for a Mini Cooper that has the same spline, taper and basic casting. It was simply modified by machining out the horn push recess and outer column clearance recess to fit the TR3.

I've found that the best way to remove steering wheel bosses is to loosen the central securing nut (a 33mm socket fits the TR3 nut if you don't have the correct imperial size) and leaving the nut loose on the column hit the wheel sharply from behind with the palms of both hands.

If you remove the nut first you will need new glasses and an Elastoplast for your nose!



The flimsy looking fabricated Astralli boss is usually covered with a plastic shroud



The standard Moto Lita fixings

Once fitted it struck me that the slotted countersunk screws and exposed nuts and washers didn't add to the aesthetics. So off it came again for a bit more modification. The nine screw holes in the boss were drilled, tapped and Helicoiled M5 and the fixing screws were replaced with M5 x 20 stainless steel pan head screws with a hexagon drive.



With standard screws and nuts.



With Helicoils. The machined recess which covers the top of outer column and column top bush can also be seen here.



I'm sure that anyone who spots the difference will agree that the modified fixing presents a much cleaner finish, but I'm equally sure that no one will notice it except me. My neighbour thinks that I'm watching too much "Kindig Customs"

TR3 Wing Mirrors



Fitting wing mirrors to a side screen car has always been problematic and has resulted many innovative solutions. I recently spotted these machined aluminium mirrors in a neighbours garage. They are designed to fit on the end of a motorcycle handlebar but we found them to be a direct fit to a Brooklands Aeroscreen and easily adapted to fit onto the windscreen stanchion attachment bolts. They can be sourced quite cheaply from eBay.

TR3 Rebuild Details

Those who follow the Devon Group social media will know that I started out to re-spray the TR3 a couple of months ago but as usual the job has grown into a full body off refurbishment with a few improvements thrown in along the way. Some of the following details may be of interest:

Wing Fixings



While helping John Evans assemble his MGA restoration I noticed the special wing attachment washers, which I thought may be useful on early TRs. The washers are elongated and made from a heavy gauge material that will resist the cupping often seen on TRs. The elongated shape spreads the clamping force over a greater area than the much smaller TR washers and is large enough to cover the oversize slotted holes in the wings that form a dirt trap on TRs. The MG washers have a 5/16" hole rather than the 1/4" hole needed for a TR so they were used with a backing washer when tried on my TR3.

Front Valance Support



The aluminium tube that supports the top of the nosecone on early TRs is very soft and usually deforms before I consider the attachment bolts tight enough. While the car was in pieces I made aluminium inserts to fit in the ends. The bolts can now be fully tightened without deforming the tube.

Front Spring Mount



The front spring attachment pin on live axle cars can be difficult to remove and to that end Triumph has provided a 5/16"UNF thread on the inner end to attach a puller or slide hammer. These blind holes are often filled with road dirt, under seal, rust or other detritus that can be difficult to clean out. I fit a screw and washer smeared with copper grease to protect the thread

Front ARB Brackets

Front anti-roll bar brackets are usually a bolt on item that sharing fixings with the front bumper mountings. As I don't envisage ever running without an anti roll bar I decided to weld new ARB mounts direct to the front of the chassis. I tacked the brackets into position but was struggling with the vertical and inverted welding. Bob Dove Racing's Mikey Dove came to the rescue and made a nice job of the welding.



Shock Absorber Bracket Reinforcement

Shock absorber mounts are typically reinforced with webs welded to their back face extending onto the chassis rail. My rear anti roll bar mounts are welded to the top of the shock absorber mounts and seem to present an ideal location for a strut to join both mounts together across the car, significantly increasing their rigidity. I couldn't see an obvious downside, so given that it would only be an hour's work to make, I set to and got it fitted. I'm not aware of this being done before; perhaps I'll find out why when I come to re-fit the body ☺



Seatbelt Mountings



The four point harnesses in the TR3 have been fitted for some time but I've never been happy with the floor mountings that comprised eyebolts in the floor pan reinforced with large washers. Race regulations require them to be secured into a triangulated section of the bodywork so that seemed to be a good starting point for road use too.

I fabricated some admittedly heavy brackets to bolt under the floor and then made a token attempt to lighten them by cut I a few holes. The results are shown in the picture taken while the tub was inverted.

Paul Gibson – TR6

Steering Wheel Boss Upgrade

Paul has recently found time to fit the polished horn push, which he purchased at the IWE. The sharp-eyed will notice a nice little detail; polished, domed nuts used to secure the wheel to the boss.



Chris Musselwhite – TR6

Fuel Problem Diagnosed

Chris had been driving his Weber equipped TR6 without any problems since its recent engine rebuild when it decided to drop into what Chris described as feeling like a modern car in “limp mode”. He quickly and quite correctly diagnosed the problem as fuel starvation. Investigation had revealed low fuel flow at the carburettors so both fuel filters were replaced. The replacement filters made no difference so the fuel pump was the next item to come under scrutiny. Rather than leap in and replace the pump Chris measured the voltage at the pump terminals and found that it was reduced to 10v despite 12v being measured at the battery. When the pump was connected direct to the battery full flow was restored confirming that the fault lay in the wiring. Further investigation revealed a couple of bad contacts that were easily cleaned, allowing full voltage to the pump and full fuel flow to the carburettors. Road testing confirmed that performance was restored.

Paul Evans – TR2

Final Build Now Underway

A recent visit to North Devon Metalcraft found that Pauls TR2 tub had returned from the paint shop resplendent in it's 2k paintwork. The body was fitted out as much as possible prior to being reunited with the completed chassis.



Paint Pouring Tip



When decanting paint from tins I've found it useful to stick a piece of Duct Tape to the edge of the tin forming a temporary spout. When finished it gets removed and goes straight into the bin greatly reducing the usual mess.

Complacency Warning



Having worked with a range of hazardous substances for much of my working life I don't consider many common chemicals found in the garage to prevent much of a threat, but was caught out recently.

While cleaning under seal off some body panels, white spirit ran down my arm and soaked into the rolled up sleeve of my fleece jumper. It sat un-noticed until I felt a light stinging. Having identified the source I carried on working for 10 minutes or so as I was nearly finished. When I removed the jumper and washed off my arms I found that there was no relief from the stinging which worsened over the coming hours.

A red burn appeared and continued to sting through the coming week despite applications of various ointments. The damaged layer of skin eventually fell away and it was a couple of weeks before the area was back to normal. The symptoms and healing presented just like a tradition heat burn.

The photo shows the burn after a few hours; it got a lot worse. Be warned.

This issue's parting shot:



You – Your Car

Thanks to all our contributors to this issue.

Contributions and feedback (positive or negative) are always welcome.

What's happening in your garage?

Please make a few notes about *your* garage exploits and email them to me for the next issue.

Contributions are best managed by sending in plain text with attached photos or in Word format.

Mail your notes and pictures to: andrewawillmott@gmail.com

Andrew W