



The TRunnion

Lea Valley Group and the TR world

202507





Editorial

See page 12 if you would like this special picture free of charge and we also have an interesting TR4 for sale in this issue

My TR3A is still in the body shop being revived. I hope to get it back soon as this month is its 50th birthday in my ownershipand every time I drive it it just feels even better than when I first drove it at the age of 22.

Keep up the non-feedback because I can smile and guess you agree with my views....or you would say ?

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Chris



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

Welcome to July's ramblings, due in no small part to the heatwave we have been experiencing. It has been a busy month for the Group with attendance at The Triumph Picnic, The Tibbles Tour (well done Pete, great route planning) The Luton Hoo Walled Garden, NLG Shiny Car Night and Rev Up & Rock Up at John's Motors plus several other local meets attended by members on an ad hoc basis. The rest of July and August through to early September promises to be no less busy so pin your ears back and prop open your eyes while I advise you of them!

Wednesday 23rd July, Classics on the Common at Harpenden

Wednesday 6th August Mid-Week Meeting, a croquet taster session at Wrest Park starting at 6.30pm This is a departure from our normal pub meet format. Come along and enjoy an introduction to the game of croquet. No previous experience at all is required, after all how difficult is it to knock a ball through a hoop? All equipment will be provided. There will be tea/coffee and soft drink plus cake provided. You don't even have to turn up in your TR. If you haven't already let us know you will be coming please email or text to say you will be as we need to ensure there are enough helpers available to guide you through the technique and rules. The cost is £10.00 per player, payable on the night or beforehand via the usual channel. Arriving in a TR is optional.

Friday 8th August Offley Classic Car Show at Offley Recreation Ground SG5 3DX 15.00 - 20.00 This is the new venue for what was the Pirton Classic Car Show, a firm favourite in the LVG calendar. We will have our own reserved area, look out for the LVG banner and tell the marshals that is where you want to park. Bring a chair and have a picnic, although refreshments are available on site. Making a return this year will be free cake from the LVG, if cake eating was good enough advice from Marie Antoinette who am I to argue?

Saturday 9th August Classic Cock Car Show @ The Cock PH Broom SG18 9NA

Sunday 17th August LVG Annual BBQ starting at 12 noon at Old Warden Village Hall SG18 9HQ PLEASE NOTE THIS WILL BE IN PLACE OF OUR REGULAR SUNDAY MEETING AT THE COCK

A new venue for this event but a similar format. There will be a quiz and a few games and competitions as previously. There is a large car park and plenty of room indoors if wet. The usual BBQ food will be on offer along with salads and desserts plus tea/coffee. Please bring your own alcohol. All this for £6.50 per person what a bargain! PLEASE PLEASE PLEASE let us know if you are coming

as we don't want to run out of food, or have loads left over. Email trr.lvg@gmail.com or text/WhatsApp 07919 037321

Friday 22nd – Sunday 24th The Silverstone Festival

SUNDAY 7TH SEPTEMBER ALL TRIUMPH DAY AT SHUTTLEWORTH

Join us for this fantastic event with even more going on this year. Get your car photographed in front of one of the museum's vehicles, possibly a Bofors Gun and enjoy a picnic listening to the lovely music from the Lend Us A Tenor band which features Christalle and Sharon in the saxophone section. Entrance includes free return to the museum for 30 days and five raffle tickets for the super prize draw. The TSSC shop will be in attendance with lots of Triumph spares and goodies, Martin Giles will be back with his superb PI equipment and Richard Crewe-Read with refurbished Triumph spares. Parking for TRs will be in your local Groups. If you can spare a few hours on the day, we are looking for VOLUNTEERS to help with parking and ticket distribution. As a thank you for volunteering admission will be free, although it would be appreciated if you would buy some raffle tickets. Go on, contact us to book in.

Well, that's enough exciting news for now, I look forward to seeing some of you this coming Sunday at our regular meeting at the Cock.

To keep abreast of all the events and meetings we have planned check out our events calendar at <https://www.tr-register.co.uk/group/lea-valley/social-report/2024/11/2478/LVG-Events-Calendar>

Toodle pip for now

Phil



LVG Croquet Evening

Wednesday 6th August - 6.30pm

We have a new twist to our evening meet in August

Come and join us for an introduction to the game of CROQUET

6.30pm Wednesday 6 August

Absolutely NO previous experience needed

This is just a friendly taster session to introduce you to the game.

All equipment will be provided and full but brief instruction

..of How to Play the Game will be given.

There will be several skilled players on hand to help you with tactics and technique.

Light refreshments will be available during the evening.

For those of you who want to partake in a visit to the pub afterwards, there is one very close by.

We need to know numbers in advance, so please advise if you would like to attend :-

E: trr.lvg@gmail.com or Text: 07919 037321

LVG Croquet Evening

Wednesday 6th August - 6.30pm

Something different for our August midweek meeting.

A croquet taster session @
Wrest Park - MK45 4HR

Cost £10pp - equipment & instruction included
Light refreshments will also be provided (tea & cake)

Pre booking essential @ trr.lvg@gmail.com

(No previous experience needed)





Pete Muncer



The time has come, the Walrus said, to talk of other things, of cabbages and kings, of the last CACCC tour organised by John Tarbox and yours truly – I simply cannot envisage a walrus in a TR, although a walrus driving a speedboat was in a recent TV ad – and while we are on the subject, was Alice old enough to drive in Wonderland?

Right, back to sanity (what, here?). The week before Tibbles Tour, I actually took the TR to a classic show, the Welwyn Festival Show on June 21st (it was hot, 30C). Naturally I applied for the Longest Distance Travelled prize, but they said 0.3 miles was not enough – one chap in a Triumph Roadster had driven down all the way from Leicester. There was a good mix of classics at the show, but somewhat surprisingly only a couple of TR's, my 4A and a 6 belonging to a CACCC member. For the last few years I have attended only Classics in the Walled Garden at Luton Hoo and the LVG Shine & Show, and then the All Triumph Day at Shuttleworth last year – I must report that unfortunately we will not be at ATD this year. Back in 1975 I distinctly remember saying to Sue "if you have this baby now, there is bound to be a clash of dates in 50 years' time" (her reply was brief and to the point and not for printing) – so as a result we will be down in Christchurch on September 7th for the 50th birthday of no. 2 daughter Katy.

Looking ahead to 2026 for a moment, the tour to the Laon Historique in May looks to be a good trip – sadly it seems likely that we will miss this one as well, as about 10 days before the tour we will be attending a wedding in Brisbane. Our travel plans are yet to be finalised, but we may be still "Down Under" or possibly just arriving back in the U.K. in a jet-lagged state, by the time the Loan trip gets under way.



Back to current events and Tibbles Tour on June 29th. Knowing that this could be my last chance to inflict my route planning skills (?) on CACCC members, I decided to use Plan A (actually Plans B to Z are very similar) – the first checkpoint at a steam railway, second checkpoint at a nice country pub. The start was at Aldwickbury Golf Club, which we have visited many times, and just down the hill is the traditional finish at The Carpenters Arms in Harpenden. Using the same finish venue each year means that the final section inevitably is over very familiar roads, but at least that gives the navigator a break from peering at the road book, when the driver says “it’s OK, I know my way now” – I don’t think we have lost many cars over the years.



20 cars lined up on another hot day at Aldwickbury for breakfast (the crews not the cars) – the entry list included four LVG TR’s. The first section was the longest of the day at 58 miles (allows time for breakfast to be digested). Using some familiar lanes initially, the route headed east through Watton at Stone, Cottered, Buntingford and then into Essex, and on to the picturesque village of Finchingfield. The finish of the section was at the Colne Valley Railway near Castle Hedingham (see pic). For the steam buffs among us, unfortunately only a diseasel loco was on duty – talking of which, there is an HST 125 train on site, but with only a mile of track available, it would seem that HST 25 would be a more realistic title.



The second section was shorter (33 miles) and used some miles on A-roads as well as some very minor lanes. Heading back west, the route passed close to Duxford Airfield, before finishing at a new venue for CACCC, the Red Cow Inn at Chrishall (see pic), an excellent spot for a refreshment break and a chat (see pic of us leaving the pub, taken by “Snapper” Aldridge).

The cloud cover which had been keeping temperatures down was burning off by this time, and it was HOT. As noted, towards the end of the last section of 38 miles the roads have been used so often that many CACCC members would be able to drive them blindfold – but perhaps not a good idea. For those living close to the finish, the last few miles could be ignored anyway, the classic car tucked away in the home garage and alternative transport taken to the Carpenters Arms (after 18 years, the route planner can now admit to using this approach personally).

Arriving at The Carps, the usual routine of drinks, F&C supper, raffle was followed – and then came the award presentation. To my genuine surprise, the Tibbles Tour Trophy was awarded this year to “the bloke wot plans the tour routes” (co-organiser John Tarbox usually refers to me as the Route Master). As I endeavoured to say in my response, organising these tours is a team effort, and John puts in much more effort booking hotels (for SU and FD tours), issuing the entry forms, dealing with the entries, getting the road book printed, etc. – my route planning job is done from my armchair, using my laptop and road atlas, then typing up the road book - simples! Anyway it was a great way to celebrate 18 years and 45 tours for CACCC – but I will continue to support Bob Rall when he is planning Tibbles Tour 2026.



A few days after Tibbles Tour it was time for the gathering at Luton Hoo, with a new team of volunteers in charge, following

Peter Madden's retirement. This year there were several food emporiums available, plus the St. Albans City Band in "oompah" mode. Fortunately after the heatwave, it was cooler – only downside was the queue to get from the public road to the paddock, 25 minutes for half a mile.

The pics of Prescott in last month's TRunnion reminded me of my last visit to the hill back in 2010, to attend the Triumph Marque Day. After an enjoyable run from home across to Prescott, I joined the queue of cars for a run (untimed) up the hill. Good getaway off the line, into 2nd, brake for Orchard Corner, foot down on the throttle on exit – splutter, splutter, cough (the car not me) – on to 3 cylinders for the rest of the run – most embarrassing. Back to the paddock, let the car cool down and try again later – you guessed it, same result on the second run (if times had been taken they would have needed a calendar instead of a stopwatch). Eventually I tired of the hiccups and the Stromberg carbs were replaced by SU's – I ought to make a return visit to Prescott if the opportunity arises and have another go (take a calendar).



A small group of old boys known as the Antics (can't spell antiques) over the years have travelled to various race circuits to see some classic motor racing – we have been to Monaco, Estoril, Portimao, Angouleme, and Zandvoort in foreign parts. For the last couple of years we have foregone the delights of Squeezyjet and visited Oulton Park and Cadwell Park – this year we are returning to Cadwell, staying in Lincoln again. More on this trip next time.

Pete .



Carpenters Arms Classic Car Club



**PAN AUTO
SERVICES**

MILEHAMS DISCOUNT CAR CARE **AI MOTOR STORES**

Tibbles Tour June 29th 2025



Pete bows out in style

Mike Aldridge

5 LVG members joined in the Tibble's Tour on one of the hottest days of the year and 24 classics spent the day driving along backroads in Hertfordshire and Essex.

Long serving LVG member, Pete Muncer has been route planning and Co organising tours for The Carpenters Arms Classic Car Club for over 20 years now and this years event was his last in this capacity.

We all met at Aldwickbury Golf Course near Harpenden and after a hearty breakfast set off on a Tulip route to our first destination at Colne Valley Railway. It is amazing how many wonderful roads there are just off the beaten track and Pete certainly found some for us to use. All in all the day's tour took in 130 miles of driving with us arriving back at The Carpenters Arms pub in Harpenden for a fish and chip supper and convivial chat about the day's exploits.

Well done Pete on a fantastic tour and for all your hard work over the years.

You will be a hard act to follow.

Mike.



John Tarbox presents trophy to Pete



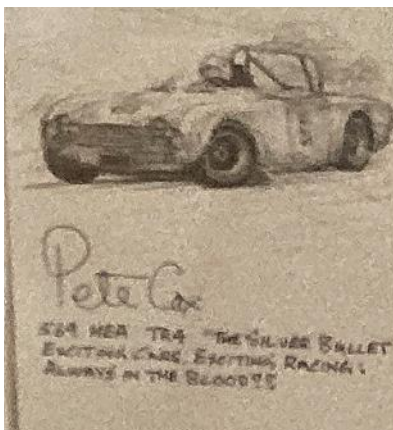


This special picture needs to find a good home NOW

Brian's daughter, Sarah has contacted me to say that her Mum, Lynda, has a large framed TR picture that she no longer wants.

It was presented to Eddie Holden for his 70th Birthday (as per writing on back) and his wife, Jean, gave it to Brian after Eddie died.

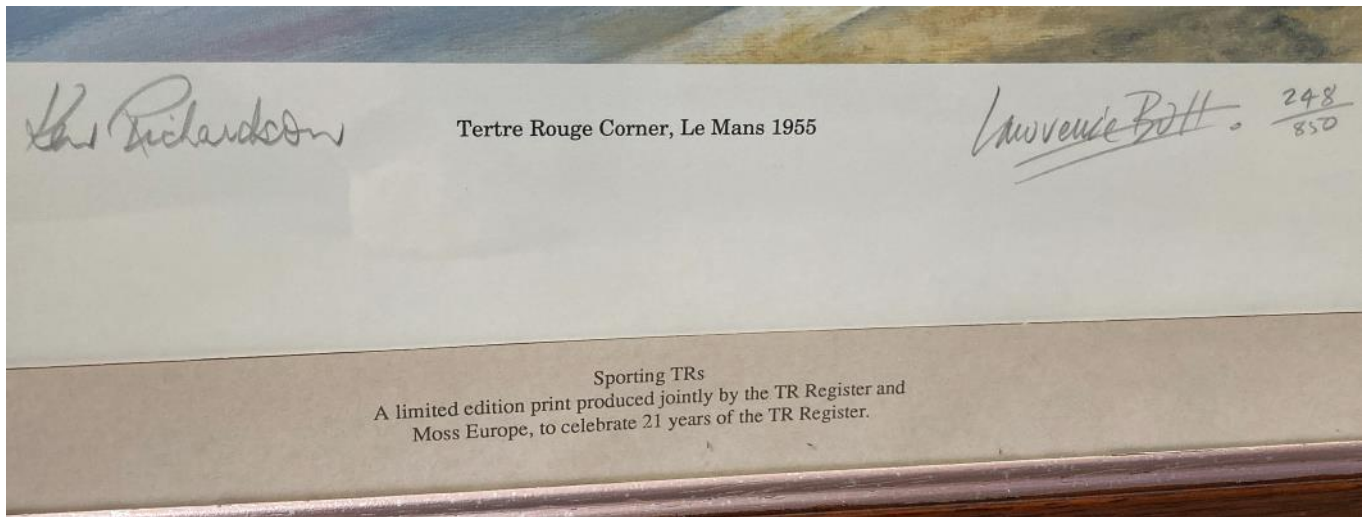
The dimensions are: 96cm W x 67cm H



Lynda would like to give this away FREE

IF you are interested, then contact Sarah

E: sarahcallis@hotmail.com



Collection from Stotfold

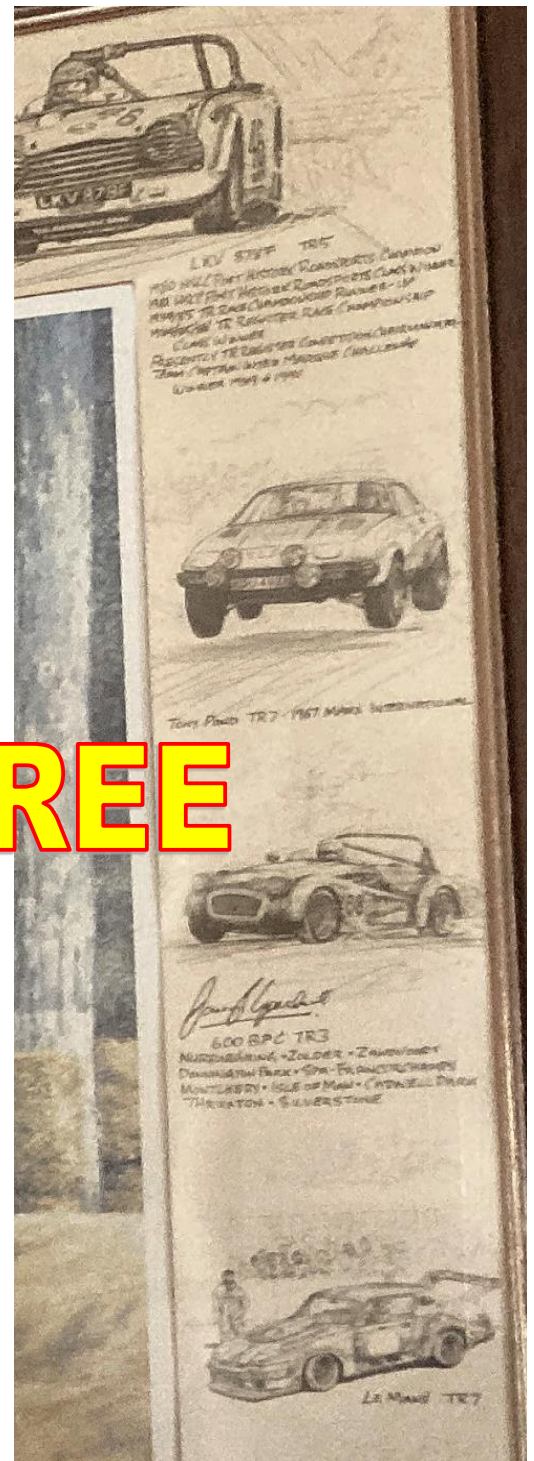
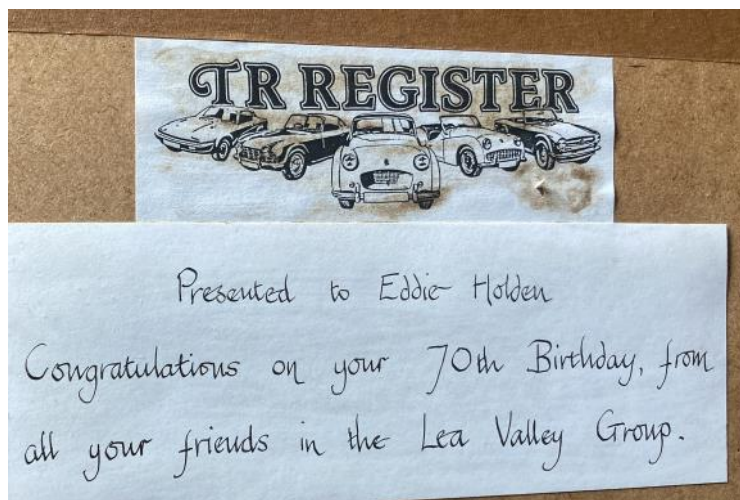
IF you are interested then you need to contact Sarah now .

Lynda would like it to be taken away very soon ...and it really should not be taken to the "tip".

It's a part of TR historyand also remembering Eddie and Brian .

Special and FREE

Email Sarah today !





Rev up & Rock up

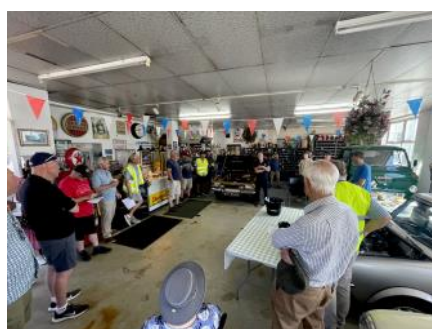
Mike Aldridge

This event is now in its second year and is one organised by our known TR mechanic, Steve Denton.

Last year had a musical connection, but Steve struggled to find a venue to accommodate music this year, so he had a rethink. He works a few days each week on classic cars at John's Motors just outside Towcester. John came to the rescue for people to meet at the garage, before taking a drive along Northampton's backroads to Castle Ashby Gardens. Just a few of the LVG gang attended so if you missed it, you missed a really good day out.

We started the day by meeting up for breakfast at a popular haunt, the Super Sausage cafe on the A5. Phil picked up Paul, who has his 2 TR's off the road at the moment (his TR3 should be back in action in a day or two after a weeping brake union is fixed – His TR4 may need a head gasket). John made his way from Everton and Richard turned up in his modern (his TR4 is also off the road after his loom melted recently). James who is a new member to LVG had a problem with his TR7 starter motor and also went in a modern (all fixed now as it was just a loose connection) This meant just 3 LVG TR's made it.

If you have travelled up the A5 in the last 30 years, you have probably seen John's Motors on the RH side (heading North) and possibly seen a classic or two sitting outside. Further refreshments were consumed at the garage and the owner John gave us free reign to wander the site and see some lovely cars in a surrounding that could have been taken right out of an episode of Heartbeat. Steve welcomed everyone (around 30 cars) and John gave a talk about the history of the garage which was passed down from his Father.....John. Interestingly John's son who is 17 and just starting to work at the garage is also named John, so as a family they are very good at succession planning.



After an hour and a half most people left for the drive to Castle Ashby Gardens along a route suggested by Steve, who lives in Northamptonshire. Only Christalle and Mike took the drive, so LVG we're down to one car. However, it was wonderful to be greeted at the gardens by Dale & Chris, who live just around the corner in Sharnbrook. Upon arrival we went straight to the café and had some more refreshments and a good old chin wag. Being on their doorstep, Dale & Chris left and Christalle & Mike took a walk around the wonderful gardens. You might get a feel for what was on offer from the photos, depending on how much space our Editor allows for non car pics. It is well worth a visit, although you will have to part with £14pp to get in (the house is not open to the public).



You have probably picked up that we had lots of refreshments (we also had an ice cream after visiting the gardens), but the weather was glorious with temperatures around 32C all day, so drinks were order of the day. All TR's performed faultlessly and Christalle & Mike were the last to leave, as can be seen by the lone TR in the car park.



If you need a mechanic to work on your TR, give Steve a ring and he will be happy to come to you to do the work. He is brilliant with trolley Jacks and axle stands, but if lifts are needed, it could be a job for John's Motors.

Steve even managed to arrange a swift flypast by the Red Arrows, when we were at John's Motors

Well done Steve.



Mike.



*TRunnion is now at max capacity but I had to fit Mike's excellent Red Arrows flypast
.....brilliant !*





SHUTTLEWORTH



ALL TRIUMPH DAY @ SHUTTLEWORTH



SUNDAY 7th SEPTEMBER

Bring your TRIUMPH CAR to Old Warden Aerodrome and get the preferential admission price of just £15 PER CAR - DRIVER & ALL OCCUPANTS and get entry to this wonderful museum in Bedfordshire, including return visits for 30 days.

Pre Booking Essential -

E Mail us at trr.lvg@gmail.com

Prize Draw

Jazz Band

TSSC shop
in attendance

Register your interest to the email above and we will call for payment nearer the event.

A TR Register Eastern Region Event

Entry via the new entrance in Alder Drive SG18 9DT - 10am to 5pm





FIXING FAULTS ON A **VANGUARD**

ONE of the most reliable, and deservedly popular, cars on the road today—for those who like that extra punch provided by a two-litre engine—is the Standard Vanguard and its sister vehicle, the Triumph Renown. The latter is, in effect, a Vanguard chassis equipped with a coachbuilt body.

I have found servicing and general maintenance on both models to be reasonably straightforward—for one can get at the engine and ancillary components quite easily.

Here are some of the various troubles which may arise on these particular cars and how to fix them . . .

One of the most common troubles with the Vanguard engine is what appears to be a consistent oil leak, the actual source of which it is difficult to trace. Sometimes it appears to come from the air filter, at others from the rocker cover gasket or from the hole beneath the bell housing. Before getting too worried, take a look inside the engine oil filler tube. If there are obvious signs of rust or heavy condensation, you have solved the trouble—

blockage of the crankcase ventilation system.

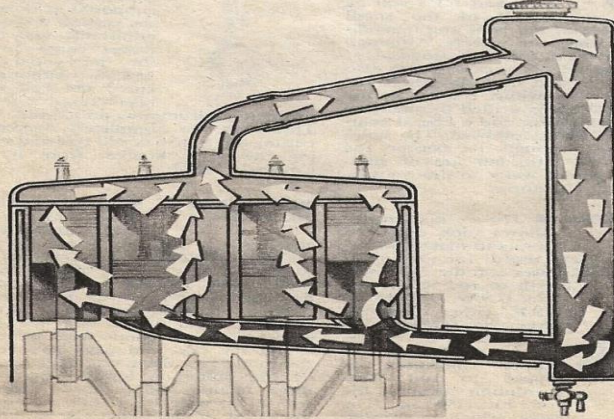
Remember that the Vanguard uses a closed ventilation system, so it is most important that no blockage appears in the pipe and unions between the manifold and rocker cover or the air cleaner and cylinder block. Behind the union in the manifold is a metering valve which can become choked with carbon. This valve takes the form of a thickish washer about the size of a sixpence, with a calibrated hole through which is fitted a special stainless pin. The pin is designed to vibrate and prevent the carbon from building up in the hole.

Should the valve—and the pipe—be quite clear, but there are signs of rust present, then you must face the fact that there is possibly excessive “blow past” the piston rings, in which case the cure is obvious. Remembering that very little bearing wear generally occurs on this engine, an escape of oil from the bell housing calls for a check of the rear main bearing cap sealing felt, the rear camshaft core plug or the front gearbox oil seal.

Normally the pipe from the air cleaner to the bottom of the cylinder block is an

CHECK HERE — FOR BETTER **COOLING**

*Hot summer weather and traffic jams can cause overheating. But you won't get steamed up if you follow the tips given here by **GEORGE CLARK***



Layout of a typical thermo-syphon cooling system showing the water flow. On pump systems, the pump is fitted on either the top or bottom hose

A CAR engine is designed to work at a high temperature. As a rule about 85 deg. C. is the average, but the heat can rise ten degrees above this point with little danger. Even if the radiator boils, the only major objection is that the water will all blow off. But if your cooling system hits boiling point, there is the danger that the engine oil may run thin and an indifferent bearing may break.

A constant temperature of 85 deg. C. is the safest all-round heat to aim for under all conditions. Normally, of course, the car's cooling system takes care of this.

The engine is surrounded by a metal jacket which holds water constantly on the move. This water flows right through the engine, gradually absorbing the heat, and is returned to the radiator. As it works its way down the radiator, it is cooled by the blast of cold air striking the front of the radiator, until, when it reaches the bottom of the radiator, it is comparatively cold.

On most post-war cars, the movement of the water is assisted by a pump worked from the fan belt, but other designs work on the principle that hot water tends to rise and cold water tends to sink. This process is aided by a syphoning action at the radiator and is known as the thermo-syphon system.

The pump system has the advantage that it is entirely positive, and the faster the engine runs, the quicker the water is rushed through the engine. On the other hand, the thermo-syphon system is cheaper, has no pump to give trouble, and is entirely satisfactory in temperate climates.

COMPLETE CHECK

But any cooling system can give trouble. And while such bothers as leaking water hoses, damaged radiators and other "mechanical" troubles are obvious snags, there are other defects that can arise which will stop the cooling system working efficiently.

Especially after a wet winter, the lower part of the radiator (usually called the honeycomb) is always suspect. Mud and dirt thrown up by other vehicles will collect in the tiny spaces between the cooling tubes and solidify. This means the air stream cannot blow through the



REVIVING THE POWER IN AN AUSTIN 8

THE side valve engine has always been regarded as a troublesome beast to decoke, because of the fact that the valves are in the cylinder block, not the cylinder head. And on cars such as my own—an Austin Eight—the inside wing panel is sufficiently high to prevent the mechanic from actually watching what he is doing. Most of the work has to be done by feel—or with the use of a mirror and a lead lamp.

The former is invaluable for reflecting the vicinity of the valves, particularly should a cotter drop down when the valves are being taken out or replaced.

A valve lifter is essential, and this has to be of the type which will operate in a confined space. It is not often that a lifter for an overhead valve engine will do the job.

There is another little item that I have found very useful indeed. Called the

Valve Cotter Remover, it is manufactured by Harmans Engineering Co., Yelland, Fremington, Barnstaple, Devon. With this you can be sure of *not* dropping the cotters.

In addition, ensure that you have a tin of Vaseline for making the cotters stick to the valve stem recess when they are being re-assembled, gasket cement, and the various oils and greases that will be needed.

So we start the job. I would advise you to first ensure that the bonnet of the engine is propped up securely. You don't want it to fall on your head or arms.

Fortunately there is not a great deal of equipment that must be removed from the engine before the head can be taken off. The radiator must be drained, then the top hose removed. The dynamo must be released after it has been slackened and the fan belt removed.

I always advise removing the carburet-

ter before the manifold is taken off the side of the engine, because on one occasion I tried to take the whole caboosh off at once, and finished up by knocking a large chip off the intake flange.

Incidentally, before you ever start the job, make sure that at least one of the tools that you possess will cope with removing the manifold nuts. If you don't have the right instrument, it really does pay to buy something that fits, and which allows enough movement to turn the nuts.

With the carb. off you should try to remove the exhaust pipe from the exhaust manifold at the flange. The last time I did my car, I couldn't undo the nuts and I had to scramble about under the car undoing the exhaust pipe at the silencer end. It is possible then to draw the manifold off the side of the engine and remove it, complete with the short length of pipe.



Making a STRAIGHT-THROUGH SILENCER

WOULD YOU like to get a bit more power from your engine? If so, you may be interested in spending a few hours in your workshop making this straight-through silencer with built-in expansion box. It has proved most effective in use and should not cost you more than 30s. for materials.

Your main requirements will be a 26½ in. length of exhaust tube, of a diameter to fit the ends of your existing pipe, two pieces of 5/16 in. mild steel 18 in. by 16 in. and 5 in. by 9 in., and a small amount of wire wool.

Cut off a 14½ in. length of the exhaust pipe which will form the piece fitted in the silencer box. Mark off ¼ in. from one end and 2 in. from the other, and between these two points drill a series of 5/16 in. or ¼ in. holes. The more holes you drill the more effective the silencing. When the drilling is completed, use a half-round file to clean up the inside of the tube. The remaining 12 in. of pipe is cut in halves to form the twin tail pipes.

The outer casing of the box is made from the 18 in. by 16 in. mild steel. This is bent to an oval shape and welded down the join to give an end section approximately 5 in. wide by 3 in. deep. Should you not possess welding equipment, a local engineering shop or garage

will doubtless help for a small charge. When the weld is completed mark off 12 in. in length and cut through.

To make the two ends and the closing plate for the silencer part, take the 5 in. by 9 in. steel sheet and cut into three equal size pieces 5 in. by 3 in. Place the end of the oval cylinder on these pieces and mark round to obtain the right shape. Two of these must be suitably drilled to take the straight-through tube, whilst the third has two holes to accommodate the twin tail pipes.

To assemble, feed the pipe through the single hole in one of the end plates and weld in position with the pipe projecting 2 in. through. Then weld this plate to one end of the 12 in. oval tube. Fill the intervening space in the cylinder with wire wool. Then feed on the second plate, weld in position on the through pipe—and spot-weld the whole assembly to the cylinder. The 6 in. cylinder is then welded to the end just completed. The final task is to weld the two tail pipes in position on the final plate and fix this to the open end of the cylinder.

The job is now completed. But before use ensure that all is gas-tight, and make four saw-cuts in the end of the pipe to fit over the existing exhaust and enable it to be clamped tightly in position.—

I have to blame Nelson for these four pages, extracted from CM mags. Someone gave them to him and he thought that TRunnion readers may be interested.

I just picked out a few items as a taster and thanks again to the publisher of Car Mechanics 1959

Sorry I couldn't let you read all the articles.....just as you wanted to know more !

Ed.

Regalia !



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



TR4 For Sale

Advert inserted in Trunnion by Tony Bannard-Smith - LVG Archivist – Mob 07866 073148

Firstly, I am not connected to this car or its sale. It is currently owned by a customer of John Horne's Garage, Rickmansworth. John is probably my oldest friend. Known each other since we were in prams our mothers tell us, went to school together, and John remains a source of anything auto technical that I need to know whenever I call!.

I have spent an hour inspecting this car in Chorleywood. principally to verify the owners claim that the odometer's displayed 10692 miles is genuine. I'm afraid it isn't the full story. That is the mileage since early 2000. There is no service record on file of the period 1964 - 2000. I have my own thoughts on its condition, but it is a solid car and worthy of any TR owner.

ADVERT

1964 TRIUMPH TR4 CONVERTIBLE. - BPE
279B - Price £25000 or best offer.

Chassis CT 29707 First Registered
13/3/1964

Engine - should be CT30046ME but currently has TS54089E fitted.

COVERED 10,692 miles from early 2000. (data from MOT certificates June2000 - June2025. Seven former keepers.)

Present owner bought from a dealer in 2018 - Bicester Car and Classic for £26000 - with all the paperwork and service history since 2000. Runs like a dream. New alternator fitted recently, serviced regularly, Overdrive and Kenwood fan.



This TRIUMPH TR4 is in Good condition after being lovingly restored. Kept in a ventilated garage Serviced regularly by John Horne, Rickmansworth, and driven carefully at weekends!



Viewing in Chorleywood, Herts.

***Call Laura for more information
and to arrange a test drive***

Mobile: 07968 416343



Deal & Walmer Classic Car Show

Pierre Miles

Some of the longer term LVGers may remember going to this show in Kent back in 2020. Deal is the town in which Pat and I lived before I joined the RAF and we married. We have been back many times in the interim and this annual show has been an additional excuse to go back. It used to be called a Music and Motors Show as there was a live band performing music suitable for owners of cars from the 1950s to 1970s. Sadly the Music part has been dropped, apparently because of additional licence and insurance costs.

Our trip this weekend started on the Friday with a plan to visit Brian in his final resting place on top of the white cliffs of Dover. The weather this time was generally very good, ie: no gales/storm as was the case last year. This year, the problem was we were too late to see the poppies marking Brians' place, low cloud coming in off the Channel reduced visibility significantly so it was time for an ice cream! The town was packed on Friday evening – something to do with golf and qualifying for the Open Championship. With no restaurant booking we opted for traditional fish and chips from paper, but sitting in the car not on the beach, to avoid too much attention from sea gulls. They knew what we were doing though and had to be persuaded off the car roof several times – fortunately leaving no deposits! The next day was Show day starting off bright, sunny and hot and staying that way all day, perfect TR driving weather, but we were in a static show with plenty of time to chat to interested show visitors and for a stroll along the beach to the pier for ice cream and a paddle (it has to be done, doesn't it?). The shorts soon dried in the hot sun and it was back to the show. Incidentally, only 4 TRs plus our car, significantly out numbered by Stags, Alfas and even Heralds. The Kent TR group had decided to go to another show this year, at Wrotham, despite having earlier advertised the Deal show on their website events page.

I have to say that there was a lot of interest in our car, including the inevitable 'I used to have one of those' and 'Is that colour signal red?'

All too soon, it was time to stock up with a big bag of superb Kent cherries scoff another ice cream and then off to the A2 and M25 for a busy 120 mile drive home. The car performed just great, although I need to have a quick look at the handbrake adjustment, they might be a tad too snug having recently fitted the extended levers to both wheels and now given the system plenty of running to settle in.



Pierre .



The Back Page

?

It's a Ferrari and it came 3rd in the Le Mans 24 hr race.

I may be in the minority but have to say that F1 and this event not as thrilling as watching the historic racing. I do however enjoy watching the World Rally highlights.

Ed.

A bit more like it here at Classic Le Mans

