

The TRunnion

TR Register Lea Valley Group

2011 Issue 2 (Mar/Apr)

LEA VALLEY GROUP COMMITTEE 2011

Hon. President:

EDDIE HOLDEN ☎ 01462-815161

Group Leader:

JON MARSHALL ☎ 01462-673956
Email: jon.marshall@dsl.pipex.com

Treasurer:

CLAIRE PALMER ☎ 01767-224657
Email: cpalmer235@ntlworld.com

Events Co-ordinator:

PAUL RICHARDSON ☎ 01908-610098
Email: pr124@hotmail.co.uk

Editor/Membership:

BRIAN CHIDWICK ☎ 01462-730676
Email: bjmole1-trlvlg@yahoo.co.uk

MEETINGS VENUE

Unless otherwise specified, all Group Lunchtime Meetings are on the first Sunday of the month at The Cock Inn, 23 High Street, Broom, Biggleswade SG18 9NA (Tel: 01767 314 411), commencing 12:00.

(Plenty of parking space behind pub).

WEB SITES

TR Register: www.tr-register.co.uk
TR Forum: www.tr-register.co.uk/forums
Lea Valley Group:
www.brmmbrmm.com/leavalleytrs

2011 EVENTS CALENDAR (subject to change)

Events with an 'official' Lea Valley Group presence are shown in **bold type**.

Please let me know of any other events that may be of interest to members and I will include them, plus any others I hear or read about as well as 'official' LVG events.

April 3: Group Lunchtime Meeting

April 2/3: Springing Up Tour, organised by Carpenters Arms C.C.C. - overnight hotel in Faringdon, then 150 miles via Cotswolds etc. back to Harpenden - only problem is some bloke with the initials PM has planned the route! Entries limited so contact Geoff Andrews on 07850 539308 or andrewsg3@sky.com if interested.

April 17 (Drive It Day): MK Classic Tour, start from Woburn Sands, then Millbrook Proving Ground and finish at Silverstone Porsche Experience - very popular last year (200 cars) - contact Alison Upson 01525 290117 or mkclassictours@aol.com

April 17 (Drive It Day): TR Register combined South East and East Area Groups event at the Gunpowder Mills, Waltham Abbey.

May 1: Group Lunchtime Meeting

May 2: Bedfordshire Classic Motor Show, Woburn (Monday only)

May 15: Chiltern Hills Rally, Aston Clinton

May 29: Standard Triumph Marque Day, Duxford

June 5: Group Lunchtime Meeting

June 3-5: TR Register Summer Ball

June 12: Luton Festival of Transport, Stockwood Park, Luton.

June 26: Tibbles Tour.

June 26: Haynes Village 100

July 1-3: Goodwood Festival of Speed.

July 3: Group Lunchtime Meeting

July 6: Classics in The Walled Garden, Luton Hoo

July 10: British G.P.

July 10: SBMC Kimbolton Show.

July 22-24: Silverstone Classic

July 27: Classics on The Common, Harpenden.

July 29-31: TR International Weekend, Harrogate.

Aug. 7: Group Lunchtime Meeting

Aug. 28: Little Gransden Show & Flying Display.

Aug. 29: Knebworth Classic Show.

Sept. 4: Group Lunchtime Meeting

Sept.18: Aviva Classic.

Sept. 24-25: KOP Hill Climb, Princes Risborough

Oct. 2: Group Lunchtime Meeting

Nov. 6: Group Lunchtime Meeting

Dec. 4: Group Lunchtime Meeting and AGM

EDITORIAL

We were fortunate to once again have a visit from Eastern Area Co-ordinator Ian Freeman in February, bearing news of the TR Register inter-group Drive It Day event – see details below. With the mileage Ian must be clocking up visiting the groups in his patch, I'm sure he'll be glad to have his TR8 back on the road. Personally, I'd like to see him turn up in the Courier van as these are so rarely seen nowadays – probably because many were converted into Estates, as were

many other cheap van versions of small saloons of the era.

As most of you will know by now, we have recently sent out a mailshot to all members in the LVG catchment area and are trying to reforge links with some of the former group members as well as more recent converts to the TR fraternity. Some success has been achieved with several early email responses and two returning members, Geoff and Hazel Brace joining us for the March lunchtime meeting. Nice to meet you both at The Cock today - pity I missed your car. That always happens with new and long-lost members and is the price Lynda and I pay for arriving early to try to stake a claim on a bar! It's a pity so many regulars were still holidaying in the sun or freezing at the National Triumph Show.

Many of the group will be disappointed to learn that LVG will not be attending the Sue Ryder Moggerhanger Fete this year. I've received a letter from the organisers stating that they will only accept pre-1946 cars in line with this year's 1940s theme (strange cut-off date = pre-war I suppose). It's a shame as our jewellery and bric-a-brac stall raised hundreds of pounds for the hospice each year. Maybe owners of Triumph Roadsters or the pre-1940 Triumph Owners club members may be interested, although the only one I know is ex-LVG member Graham Shipman.

First group outing of the year will be on Drive It Day, to the Royal Gunpowder Mills, Waltham Abbey. As this is a combined South-East and Eastern groups event, perhaps we could join up with other groups who will be passing through our patch. Baldock services would seem a reasonable congregation point for several other groups and would make an impressive convoy. Contact me if interested – details will be notified by email and on the website.

Whilst we have a hard-core of regular attendees at our monthly meetings

3 The TRunion

throughout the winter (some of us still in TRs – and topless whenever possible), I suspect that many of you are just waking your TR from its hibernation and enjoying all those little niggles associated with laying-up a car for a while. So, when you've freed off the seized clutch and brakes, pumped up the tyres, and treated

it to a new battery to coax it into life with a mighty roar, we hope to see a lot more of you at local events in 2011.



BrianC

Drive It Day

This year, Lea Valley Group is spoiled for choice with at least two interesting events in the area. For those wanting an organised tour, with the bonus of drives around the Millbrook and Silverstone circuits, the MK Classic Tour looks pretty good value for money.

Much as I would have liked to give this a go as I've heard previous events are excellent, Lynda and I will be supporting the TR Register combined South East and East Area Groups event at the Royal Gunpowder Mills, Waltham Abbey. For anyone wanting a 'disorganised' tour, perhaps we could join up with other groups who will be passing through our patch. Baldock services at J10 of the A1(M) and A507 would seem a reasonable congregation point for several other groups and would make an impressive convoy. Nothing is fixed at present, but if you are interested, please contact me (preferably by email) and I will keep you updated. There is a reduced admission charge at the Gunpowder Mills of £5 per person for TR Register members on the day. Details of both events are provided below.



DRIVE IT DAY 2011 SUNDAY APRIL 17th

This Year the South East Area and East Area have combined to hold Drive it day. It is hoped the format will be as before i.e. Group Convoys to arrive at midday.

We will once again have an award for the Groups highest collective mileage and car of the day as voted by a representative of the Gunpowder Mills.

So if you are in any of the below listed groups please urge your members to attend. We look forward to seeing you there.

South East Area – Co-Coordinator – Mark Treadwell – Groups (trmark@datrepro.com)

London – North London – Thames Valley – Windsor Forrest – Kent
South Downs – Goodwood.

East Area – Co-Coordinator – Ian Freeman – Groups (ian@nounsleysurveying.co.uk)

Essex – East Saxons – Abbott & Stour – Lea Valley – Wensum

NOW FOR THIS YEARS VENUE PLEASE SEE BELOW



The Royal Gunpowder Mills[®]
Beaulieu Drive
Waltham Abbey
Essex EN9 1JY
Telephone: 01992 707370

5th MK CLASSIC TOUR
SUNDAY 17th APRIL 2011
MILLBROOK PROVING GROUND
SILVERSTONE PORSCHE CIRCUIT
ENTRY FEE £65

The entry cost is £65 for car and two passengers (additional passengers £15 each) for this non competitive one day road run starting at FROSTS GARDEN CENTRE, Woburn Sands, through Beds, Bucks, Northants and Oxford, finishing at Silverstone. Marshals will be on hand to direct you and organise parking.

When your entry has been accepted you will be issued with a running number, which ties in with the parking slot at the start of the event. Cars of a more modern age will set off first with older cars following to continue at a more leisurely pace if they so wish.

Being run in support of " THE LITTLE LIVES APPEAL " the organisers hope to raise a considerable amount for the charity.

By popular demand we are returning to Millbrook with laps around the "Alpine Circuit. There will be a coffee stop at a great Classic venue for which you will be supplied a voucher.

The finish – SILVERSTONE with a drive on the "PORSCHE CIRCUIT" followed by a Hog roast/chicken/salad.

Maximum entry 200 cars so please book early to avoid disappointment.

Bookings can be made by card on 01304 380244 or request an entry form and post with a cheque payable to MK Classic Tour.

CONTINENTAL CAR TOURS, ENTERPRISE CENTRE,
WESTERN ROAD, DEAL, CT14 6PJ

Group Leaders' Meeting

The TR Register Group Leaders' Meeting is on 27th March. If you have any issues or suggestions concerning the TR Register, please let Jon know as soon as possible.

Tickets for Events

April 17th WALTHAM ABBEY:

Pay on the gate.

May 2nd WOBURN, June 12th LUTON and

August 29th KNEBWORTH:

Apply to Paul Richardson for tickets.

May 15th CHILTERN HILLS:

Individuals to apply for tickets but mark form 'TR REGISTER STAND'.

<http://www.chilternhillsrally.org.uk>

August 28th Little Gransden:

Apply to Paul Richardson for tickets.

Sue Ryder Moggerhanger Fete

Please note that this has been removed from the Events Calendar as the group will not be attending this year's fete – see editorial.

Little Gransden Airshow

Howard Pryor of North London TR Group has reserved tickets for 30 cars in the usual spot. Please contact Paul Richardson **as soon as possible** if you want tickets for this event.

TR4 Anniversary

No-one seems to have spotted my deliberate mistake in the previous issue of TRunnion. Just checking to make sure you are all awake. Well that's my story and it looks like I got away with it! (Or, more likely no-one reads my waffle anyway). Good job I spotted it before sending in the Traction report.

This year is, of course, the 50th (not 40th) anniversary of the TR4 launch - doesn't time fly when you have a TR?

I reported in the last TRunnion that LVG Hon. President Eddie Holden was due to go into hospital for an operation.

Unfortunately, Bedford Hospital was unable to proceed and Eddie is currently waiting to go into Addenbrookes.

Best wishes from all of the group to Eddie and Jean and we hope to see him fighting fit again very soon.

News, Rumours & Gossip

Well, TRunnion is supposed to be a newsletter, so here's where members can let everyone know what they have been up to or are planning to do with (or without!) their TRs.

~ ~ ~

At one point there was not a lot of news, rumours or gossip for this issue so I was contemplating starting some. However, following the recent mailshot, I have had a few more and may even have to hold some over until the next issue (but don't let that deter anyone from contributing). Meanwhile, I have received the following emails.

From John Hewitt:

I thought you might want to include the Silverstone Classic on the Calendar, it is scheduled for the 22nd – 24th July.

I have been 3 or 4 times in the past and found it a really enjoyable event, it seems to have developed a bit this year so the informality may have changed but it used to be easy to wander around the pits and down to the grid, even talk to some of the drivers as they prepared their cars.

I am currently thinking of joining the Silverstone Classic Racing Club and it would entitle me to 25% off 6 tickets, I will probably use 2 or 3 myself so I may have 3 or 4 available to Lea Valley members.

If there were enough members interested it may be possible to get a group membership, may be worth a try.

Thanks John - I've added it to the events Calendar. Lynda and I are hoping to get to more classic/historic race meetings this year, so may be interested in going ourselves if it doesn't clash with other events or holidays as it has in the past.

If any other members are interested in taking up John's kind offer, please contact me and I will put you in touch.

~ ~ ~

5 The TRunnion

The following from former TRunnion Editor, Pete Muncer will be of interest to anyone concerned over the quality of modern fuel or already experiencing fuel problems.

Something which others may have experienced recently:

Over the last year or so I have had occasional problems on my 4A with misfiring / running on 3 (or less) - usually occurs from cold, and clears itself after a few miles. Discussing this with master mechanic Pete Cranwell recently, he reckons it could be down to the level of biofuel now being put into petrol (up to 5% allowed?) - several of his customers have mentioned similar problems.

Is this something which other Group members have experienced? Maybe a note in TRunnion or on Forum?

I do have another misfire problem, which is definitely heat related, as anyone who saw me spluttering up Prescott last May will testify - this winter's mod will be a heat shield - success of same to be advised.

Hi Pete,
You may be interested in these discussion threads on the TR Forum:

<http://www.tr-register.co.uk/forums/index.php?showtopic=27613>

<http://www.tr-register.co.uk/forums/index.php?showtopic=27695>

Has your TR4A got Strombergs or SUs?

We used to get a slight hesitancy verging on a misfire at low engine revs with Lynda's TR4A (on Strombergs), especially when slowing at roundabouts or T-junctions, but never bad enough to investigate.

No problems when cold, although we did have the common hot-start problem.

i.e. When restarting after a short stop when the engine is warm (normal running temperature), it would fire but not catch - only solution, which worked every time, was to pop the bonnet for about 30

seconds to let the heat out, close bonnet and it would then start first turn. Apparently a common problem on TR4/4A with modern fuel. Even Ian Cornish's 4VC works car has this symptom, although he uses very expensive 4-star!

No such problems (so far) with my TR3A (on SUs) running usually on Tesco's cheapest 95 octane.

Will be interesting to see if any others in LVG have similar experiences.

Best of luck - let us know if you get to the bottom of your problem.

~*~*~

Congratulations to Rob and Sue Taylor on winning the TRR Concours Master Class at Malvern IWE2010

[No, they haven't won it again (yet) - just wanted to post this photo which narrowly missed the last TRunnion.]



From Gordon Staple:

Having seen your plea in the latest edition of TR Action I thought that I would drop you a line.

I am a comparative newcomer to Lea Valley Group joining some 7 or 8 years back when I acquired a TR4. I came to a few meetings, but through personal circumstances a regular attendance is not possible. I rather lost track of the Group when you ceased meeting at the Musgrave Arms. I have not received e-mails of the TRunnion now for some time

6 The TRunnion

which I attributed to possible membership difficulties. Living in Hitchin I would have liked to have had a greater involvement in the Group, but as I say through personal circumstances this has not been possible. I did attend the IWE at Malvern last year (see photo – the trailer tent is a 1970 Dandy, almost compatible with the car (1964) and also provides a means of transporting my wife's electric scooter). Hopefully, I may make it to Harrogate this year.



I have been in touch with Gordon and have received some more details on his car and trailer which I will include in the next issue of TRunnion.

~*~*~

From Alan Britcher (1)

Well done on taking on the role of newsletter editor. A thankless task as I well know. I did it for quite a few years in the 80s and 90s.

I don't have a TR at present. I used to have a TR7V8 but sold it in 2007 during a spell of incapacity. My plan is to buy a TR6 for my retirement - about 16 months away

I do look in on your meetings from time to time and take in the occasional rally or event. I am only 3 miles from Broom and often bike through.

If I am honest I have to say that I am not keen on eating a sit down meal on a Sunday lunchtime, and this discourages me from seeing you all more often.

That's interesting...

Coincidentally, we are in the process of changing the wording of the LVG details in TRaction to remove the emphasis on booking a table as we feel this does put a few people off, especially if they are newcomers. After all, 'we are only here for the beer' and although some opt for a roast lunch, others have a sandwich or just a drink and tyre-kicking session (weather permitting) and generally stick to the bars and car park, rather than restaurant, so we can all chat together..

Good luck with your search for a TR6 for retirement. Are you looking for a driver or project?

Hope to see you at The Cock sooner or later and if you need any help or advice when shopping, there are plenty of TR6 owners in the group.

[Also a coincidence to have heard from two former TRunnion editors – I wonder how many others there are out there!]

From Alan Britcher (2)

Thanks for your information on how you see the meets possibly evolving. I shall certainly try to look in on my way through Broom on my TRek mountain bike. April 3rd is marked in my diary.

If you or any other members speak to Eddie please pass on my best wishes for a full recovery

You ask what sort of condition my proposed TR will be in. I am aiming for a car mechanically and bodily sound but maybe a bit tatty in the trim department. I am still in contact with a few of the old Lea Valley members who no longer attend but the more advice I can get the better!

Hope to see you soon

~*~*~

And finally, a late posting from Tim Hunt:

Many thanks for the mailed copy of latest edition. I should already be on the email circulation list if you inherited it from Jon.

7 The TRunnion

I have a 1966 4A with optional hardtop and Surrey, originally purchased by my father and now owned by me for 40 years. I am also a member of Club Triumph and really enjoy their long distance events. My car has taken part in eighteen 48-hour 2,000 mile Round Britain Reliability Runs from 1974 to 2010 (more than any other car in the Club) and four Ten Countries Runs (2,500 miles round Europe in four days) I am already entered in the next from 8th to 12th September this year.

I will be on the Club Triumph all night 500-mile Historic Counties Run on 2/3 April, starting near Colne, Lancs and finishing at Woodbridge in Suffolk so I will miss the next lunchtime meet and the Springing Up Tour. The wife and I will be in Spain from early April to mid-May (travelling by Volvo this time) so will miss several local classic events including Drive It Day but I will definitely be at Duxford on 29/5.

I attach pics from John o'Groats and Sennen Cove from the 2008 RBRR, on the Stelvio Pass on the 2007 10CR and overlooking the Talla Reservoir near Tweedsmuir in The Borders on the 2010 International Autoecosse. As you can see my car is quite well travelled, I much prefer driving to polishing it!!

Hi Tim,

Nice to hear from you, especially as you have a car with a long known history. I'm impressed with the amount of touring you do and would love to have a go at some of the events you mention.

Since getting my TR3A back on the road, we have been on many of the Sporting Bears MC tours. These are generally two day events which you can drive as fast or slow as you like, although reasonable speed is required to get to the various stops at places of interest for meals, coffee, etc. Most of these events include classic rally routes and steep hills which are a great test for those of us driving classics and even the moderns struggle

with some of them. It's interesting driving a TR3A in the company of Boxsters, SLKs, Ferraris, Astons, etc., and I'd love for the events to be a little longer, although my navigator (sic) would refuse point blank! We usually extend these into a 4 or 5 day break at a B&B in the area to keep her happy.

March/April issue of TRunnion is nearly complete so if I can't squeeze it in this one I will include your story and photos in the May/June issue.

[Tim has kindly offered to write an article about his TR and TRavels, so I will hold over the photos and rest of the story until the next TRunnion].

Race Retro 2011- Stoneleigh

Once again Lynda and I made our annual pilgrimage to our favourite motoring event of the year. Unfortunately the day dawned wet and cold, so I had to dig out the hood for the first time since our icy tour of Wales in September.

I had checked a few weeks earlier to ensure that there would be reserved parking for classic cars as there was last year. This was a priority as Lynda's foot was playing up again and parking within a short walk of the halls would have been nice, not to mention the security of the car. Alas, after queuing for 20 minutes to get in the Exhibitors and VIP gate as before, we were told there was no reserved parking and were sent back to the public car park – a very wet and muddy field on a steep slope. I don't think we saw another classic and we were a little concerned about leaving the car there. However, we couldn't face turning round and going home so took a chance and trekked very slowly through the mud to the distant halls.

It was well worth it. This show has something for anyone interested in motor sport of all types. This year's main features were Jaguar (50th anniversary of E-Type), Lancia rally cars (Stratos, Integrales, etc) and Italian racing bikes

8 The TRunion

(just about every marque I knew about and a few I didn't).

However, for me, the most interesting display was the 100th anniversary of the Monte Carlo Rally. Plenty of interesting cars there, but I felt quite emotional when I spotted these:



My 'first and last' cars – well, not these actual cars, but my first car was a 1956 Standard 10 and my current is a 1960 TR3A, so close enough to trigger some memories of my motoring life during the intervening years.

There is always almost too much to see, not only in the three main halls and the cold shed where the autojumbler huddle, but outside there are several live activities of which the most spectacular is the rally course. Included in the wide range of classic rallying machines, many still bearing the names of the successful drivers and navigators, were a couple of TR7s in the usual red, white and blue colours. The course is very much 'point-and-squirt' around the public roadways,

so 90-degree bends were an entertaining challenge for most of the cars, including 4WD cars such as the Metro 6R4 and Audi Quattro, but particularly so for a Ferrari and some of the Vauxhall and Ford saloons. Although these are just 'demonstration runs', I'm sure some of the drivers have side-bets!

After a freezing hour or so of watching the fun we had a final look round in the warm and made the most of the excellent, but totally unaffordable, motoring art and automobilia, before the long walk back to see if the TR still had all its wheels and badges. Lots of modern cars were being towed out by giant tractors, so the field resembled the Somme. However, experience of extricating Spitfires and TRs from similar scenarios at Brands Hatch and Silverstone in the past proved invaluable and we made it back up the hill with ease.

The drive home with the dreaded hood up was less fun as the car has no overtaking mirrors. Sun streaming in through the misty and slightly wrinkled backlight meant I could only see cars approaching from the rear if they had headlights on, so lane-changing was a nightmare. Whilst this is not normally a problem as I rarely use the hood, the experience has forced me to reprioritise the quest for a mirror solution before next winter.

Members' Stories

This feature is intended to encourage members to introduce themselves by way of TRunion, so to set an example I am including the story of my current TR3A.

I know many others have stories to tell, not only of rebuilds or major projects, but how they became ensnared by this strange TR-addiction and how they use their cars – touring, competing, concours, etc.

It would also be really interesting to hear from newer (and, maybe, even younger) members and some of those who do not, or cannot, regularly attend local meetings.

Views of wives, girlfriends and partners would be especially welcome.

WARNING
Possible Brake Failure Moss
Classic Gold Master Cylinder

I don't intend to make a habit of reproducing posts from the TR forum, but I felt that this issue is sufficiently important to warrant making it known to as many members as possible. I know very few LVG members access the Forum and I hope this will encourage more to use it as there is a wealth of information and interesting discussion on many topics, not least of which is parts quality (or lack thereof).

This is the initial posting from Frank Angelini:

Not sure if Moss sells this outside USA, but if you bought one, you might want to read this report. 🙄

REPORT OF FINDINGS REGARDING MOSS CLASSIC GOLD BRAKE/CLUTCH CYLINDERS

WARNING: IF YOU HAVE INSTALLED THIS M/C INTO YOUR TR3, 3A OR 3B, IT IS POSSIBLE THAT YOU WILL EXPERIENCE A SUDDEN AND COMPLETE BRAKE FAILURE!

First, I want to say that the purpose of this report is to share our findings regarding the subject master cylinders. This is not in any way an attempt to point a finger at anyone. Our conclusions may be wrong, but regardless we intend to share this with the vendor.

Some months ago I reported on the very nice reproduction "Girling" cylinders, called CLASSIC Gold.



Appearance-wise they are a faithful reproduction of the cylinders used when my car was built in Sept, 1959. At the time I reported this, I had no reason to believe that these cylinders would not be completely functional.

Recently Brian finished all of the SS plumbing for the brakes and clutch. He had problems bleeding the clutch, but eventually got a reasonable firm pedal. Not so for the brakes. No matter how many times we bled the brakes we got an initially fair pedal that would hold for approx. 5 - 10 seconds and then plunge to the floor. Also response was inconsistent. Sometimes the pedal went right to the floor. other-times you could do a quick pump - pump and get a partial pedal, but it would eventually fail. We also observed that the fluid level would rise when the brakes were applied. This led us to suspect that something was preventing the non-return valve from sealing properly.

CG master with internal components removed.

This is a spare CLASSIC GOLD cylinder right out of the box.



When examined closely, we noticed that the non-return 'top hat' was not square to the rod. This could prevent a proper seal. If you rolled the plunger rod on a flat surface, you could clearly see the top hat wobble.

Classic GOLD master internal parts.



10 The TRunning

Classic GOLD non-return valve close-up.



For comparison, we disassembled an original Girling unit.



- There are some major differences in the Girling unit.
- 1-the main spring is much stiffer
 - 2-the non-return valve top hat and seal is larger, almost 2X dia. of CG
 - 3-the non-return valve rod is heavier
 - 4-the non-return valve uses a wave washer instead of a coil spring
 - 5-the non-return valve top hat and plunger rod are square and true.

Following are two short videos [on Youtube – Ed.].

First - CLASSIC GOLD with obvious wobble. You have to look closely and watch a few times:

<http://www.youtube.com/watch?v=16PzHBSpBUk>

Second - Girling - Straight and true

<http://www.youtube.com/watch?v=27JHO4BBxfw>

What to do.

To prove our suspicions, we reassembled one of the three CLASSIC GOLD cylinders, but we used the rod, plunger, seal and wave washer from the Girling unit. We also used the stiffer main spring from the Girling unit. We installed these parts into the brake cylinder, refilled with Dot 5, and bled the system. We did not have high expectations because silicone fluid generally requires several bleeding cycles, followed by overnight rest and then re-bleeding the next day. However, after the first three bleeding cycles we got a fairly solid pedal AND it held. No non-return valve leakage. We agreed that we would clamp the applied brakes overnight to check for connection leaks and non-return valve leaks. I'll report on our success some time tomorrow.

Conclusion

A defective part of the CG brake/clutch master cylinder caused hydraulic fluid to leak past the non-return seal. The part in question is the top-hat plunger of the non-return valve which we found was not true, that is, not squarely aligned with its push rod or shaft. We speculate that an error in turning this part on the lathe occurred and during the final parting tool operation too much force was applied pushing the top hat off axis.



Is this fault serious and how widespread?

Yes, its serious and can lead to brake failure!

How widespread is it?

We have no idea, but three out of three of our NEW CG cylinders have the same defect!

I'll try to keep you apprised as this develops!

*Frank J. Angelini , Downingtown, PA USA
TR3A TS58476 LO "The Grey Lady"(under restoration) & TR250 CD1510 LO*

I need hardly add that there is a very lengthy discussion following that post and I urge you to read it: <http://www.tr-register.co.uk/forums/index.php?showtopic=27393>

At the very least, check what you are getting if you buy a new master cylinder, and check what is actually fitted in your own car – I did!

TR3A Rebuild - Brian Chidwick

For new readers: This was written in early 2005. As was evident from the photos in the previous instalment, the car didn't look in bad shape for an everyday TR. However, we were in for a major shock and some serious soul-searching!

Part 2 - Appraisal - Structural

Prior to despatching the car to TRGB for a detailed appraisal, all exterior lights and trim were removed but the interior panels left in place, as it was hoped that minimal work would be required on the main central tub. A large amount of work was done in 1980, including replacing the fibreglass rear apron with one of Pete Buckles' initial batch of 'hot-off-the-wheeling-machine' reproduction steel rear aprons, quarter panels, floors and outer sills.

The inner sills, lower front bulkhead, front inner wing edges, boot floor and side panels were patched. Some panel beating was also needed to reshape one inner wing and the lower front apron. The usual chassis mounts were re-fabricated in situ and the rear cross-tube strengthened. All this work was carried out by a 'friend of a friend' who was a welder at Vauxhall's, and once completed, and the car subsequently repainted and retrimmed, appeared rather nice and was much admired.

Even as we awaited the arrival of Gary with his trailer, we were wondering if the car was really bad enough to warrant such treatment.

However, appearances can deceive and beauty is sometimes only skin-deep!

A few weeks later, I had a call from Richard at TRGB: *"We've got your body off the chassis and we think you'd better come and have a look"*.

So we drove up to Somersham with great trepidation and a feeling of impending doom to see the problem in the flesh.

First the good news:

The chassis was pretty much as we had expected, as it had been checked for alignment using laser equipment and all the important bits found to be in the right place. At present the main work appears to be to replace some small rusted sections and all the body mount extension tubes.

I also hope to have some distortion rectified in the main chassis rail beneath the nearside suspension turret. This was present when we purchased the car and has never affected the steering or handling but just looks ugly. It may have been the result of a heavy curbing, rather than serious accident damage as everything else appears to be OK. However, just to be sure there are no other problems, the chassis has been shipped off to Colin Matthews at CTM as TRGB do not have a jig for the sidescreen cars.

And now the bad news:

The body had been completely stripped and inverted exposing the previous repairs. Although all the new panels are still in good condition, the way in which they have been fitted makes it extremely difficult to repair adjacent areas without removing them. Unfortunately there are the remains of old panel edges from previous work (several layers deep in places) and the effort required to try to salvage these panels would outweigh the cost of totally replacing them with new yet again.

The patches which we had put in are better than the surrounding areas which have now succumbed to the tin-worm and there is no alternative but to replace boot floor and large sections of bulkhead. Other known areas include proper repair sections for the inner wings which were previously over-patched rather than butt-welded. All of which demonstrates the folly of trying to repair or restore a classic car on the cheap and without the requisite skills and facilities.

12 The TRunnion



Although we had a great deal of pleasure and use from the car, deep-down I always knew that it was not as good as it looked but ignored the problems whilst the car was still usable. Now we had to face reality. Once again we had three choices (not counting the very tempting "pay TRGB for the work to-date and sell what's left for scrap" option):

1 - Rebuild original shell

- Change floors, inner sills and outer sills.
- Bulkhead repairs, front and rear
- Rear quarter panel repairs - cut off and refit properly
- Rear wheel arches/sill closing panel repairs
- Rear closing panels - supply and fit 7 missing panels to boot floor/rear apron. (Omitting these would save significant labour and cost of parts but would compromise strength and resale value)
- Spare wheel well repairs

13 The TRunnion

- Boot floor repairs
- Door skin replacement
- Bootlid - change (original is bent which is probably why it doesn't fit too well)

2 - Use early Californian shell

The only shell currently available is an earlier shell (pre-TS60000) less front panel and bonnet.

TRGB have only seen photos of this but have purchased shells from the supplier before.

This shell needs floors and possibly outer sills (but could turn out to need more work once they have actually seen it).

Richard at TRGB says this would be a better job, since the original (Californian) panel fit would be maintained.

3 - Use early Californian shell and convert

Same as Option 2 but with additional work to convert to late shell by replacing rear floor section and any other items.

Decision time

Needless to say Option 1 is the more expensive but Options 2 and 3 are only 20% and 6% less respectively. Since the original intention was to restore a cherished member of the family, it just didn't seem right to consider a body transplant (although in the case of the author, I'm sure the other family members would vote for exactly that). Neither were the relatively 'small' potential cost savings enough to persuade us to go that route and ditch the corpse, so we are putting our faith in TRGB's claim to achieve excellent panel fit and going route 1.

(To be continued)

Footnote: This was written in early 2005. Having overcome the trauma of escalating cost and timescale, I was now looking forward to actually getting involved in the project by doing as much of the unskilled work as possible.

I have received this info on 2011 Tibbles Tour from Pete Muncer (note date change to June 26th).

CARPENTERS ARMS CLASSIC CAR CLUB

A really big thank you to everyone who supported TT 2010. We certainly enjoyed organising the Tour and two things indicated 2010 a success; your many kind comments and that as a Club we were able to donate a brilliant £700 to our nominated charity the Harpenden Jumbulance Trust as a direct result of your support.



We are pleased to announce that
TT 2011 will take place on
Sunday 26th June

Please email "YES" to john@tarbox.plus.com if you would like to confirm your interest to partake the 2011 Tour. Finally, please spread news of this event to any classic car friends who you think may not be on our database and email list. We look forward to seeing you on this years Tour.

Very best regards

John & Sue

Trade Recommendations

One of the benefits of belonging to a one-make car club is the exchange of recommendations for locating rare spares and getting original parts refurbished.

We welcome personal recommendations, especially of local companies specialising in refurbishment. We need to support these as the remaining old-school technicians and engineers are fast-disappearing.