



The TRunnion

2018 / 1 January / February

Group Leader : Pierre Miles E: pierremiles@hotmail.com T: 01438 - 880460

Club Meets: **3rd Sunday of month –from 12 noon @ THE COCK INN, 23, High Street, BROOM, Biggleswade SG18 9NA** (T: 01767 - 314411) ...*IF you want a LUNCH, book in advance ...food excellent but they only have a small kitchen !*

Editor : Chris Glasbey*please send me your classic motoring stories and comment.* E: chris.trunnioned@btinternet.com



Winter Challenge to Monte-Carlo 18-22 February 2018— *this TR4 available to rent for the event from HEROEVENTS*

TReditorial

Happy New TR Year to all our readers ! I know Pierre and others are already leaping around the lanes in their TRs, whilst others like myself are steadily preparing for an active year from Spring onwards. In this issue we remind you to book your Lunch in advance at our home, The Cock Inn. Pierre's report reviews recent happenings and some of the 2018 plans for LVG. Pete Muncer and myself turn the clock back to 1970s rallyingand please read the special Gearbox Oils article (a slippery subject).
Chris. G.

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Group Leader : Pierre Miles

T: 01438—880460 E: pierremiles@hotmail.com

Deputy Group Leader : Brian Chidwick

T: 01462-730676

E: bjmole1-trlv@mybtinternet.com

Membership/Buddy Systemalso Brian.

Treasurer : Phil Sanford

T: 07919-037321

E: p.sanford051@btinternet.com

Editor : Chris Glasbey

T: 01223-833700

E: chris.trunnioned@btinternet.com

Events Co-ordinator : Paul Richardson

T:01908-610098 –or– 07860-414840

E: pr124@hotmail.co.uk

Technical: David Dawson

T: 07785-502830 E: xd.xp@btinternet.com

Advisor: Jon Marshall

T: 01462-673956 E: jon.marshall@dsl.pipex.com

International Liaison (French Connection) :-

Julian Hensman E: jhensman@seorb.com

MEETINGS VENUE 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 The 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 with Brian :

bjmole1-trlv@mybtinternet.com

Disclaimer The TR Register wish 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.

How do you view this Trunnion? I design it on a desktop PC with large monitor View large if you cannot sure how presentation will be if viewed on smaller screens . Feedback please. Ed.

Events Calendar

Events with an official Lea Valley Group presence are shown in **bold type**. Please advise if you know any other events that may be of interest to members ? **Please contact Paul Richardson if you have queries about these events.** "We don't expect members to do all of the events, just good to give them the choice !!" - Paul.

Sunday 21 Januarywe are off to the Golf Club for the famous Kick Off Lunch with the AGM as a first course

Sunday 11 February ->



Stoneleigh Park, Coventry

Saturday 7 APRIL > CARS ON RAMPS

@



Robsport International

Contact Pierre NOW if you are interesteda limited number of places First come, first served !



<<< SAVE THE DATE Details soon !

Wednesday 11 JULY

Our 2nd showbuilding on last years success



Bring your Classic Car to our

Shine and Show Night

A full events calendar will appear in the next issue



PLEASE INFORM A MEMBER OF STAFF
THANK YOU

Welcome to all LVG members



Nick



Megan & Michelle



The pint is that this is the HOME of Lea Valley Group

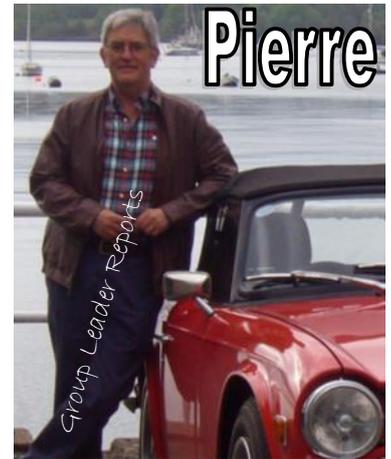
PLEASE ...Book your Sunday Lunch a few days before the meeting. Our kitchen is very small and we need to know numbers in advance. Thank you, Michelle and team

Before anything else – I thought that the content of the last TRuncheon was absolutely great, with a couple of new contributors and a decent range of articles. Run out for posh tea at Ely, Lancaster aircraft, pedal power at Goodwood, 5 go wild on the IoW (as well as fixing a fuel leak), classic racing at Estoril, high-brow stuff as well – in the form of Zen and TR maintenance, the CT 10 Countries Run (anyone fancy having a go?), plus a couple of technical titbits. What more encouragement do YOU want to send something in to enlighten us all?

I know that the past couple of months could normally be expected to be fairly quiet on the TR front but that has been far from true this year. I'll start by picking up on a couple of things mentioned last time. Sharon is now happy with the fix applied to the previously soft rear suspension on their TR5, so Phil is mightily relieved. The problem with the new drive shaft has been fixed – it took all of 7 minutes after Phil had taken it to the suppliers. Basically, it was all to do with the car's wheels hanging free for a little too long and allowing the drive shaft to override a constraint and over-extend. The other item is the beauty treatment received by my TR6. Most of you will know that I have been relaxed about the non-perfect bodywork on my car, even though the vast majority of LVG members have cars of a finish and quality that Triumph rarely achieved when they built the cars in the first place. Earlier this year, I noticed that paint bubbling had started in the top front corners of both rear wings, so decided to bite the bullet and get the whole car sorted out by someone who knows what they are doing. To cut a long story short (actually after only 4 weeks), the car was back home just in time for Christmas and looking extremely smart. There were a couple of lighting connections fixed on collection, leaving just the fitting the correct size poppers for the hood stowage cover to be sorted out. Since then, we have had ice, rain and snow (twice!) so it hasn't been out on the road since coming home – not even to the 'post-Christmas blues' trip planned to Shillington on the 27th. The colour will be a talking point, I know. Since I joined the LVG, it is clear that there has been colour-envy within the group, judging by comments made about 'my' shade of Pimento Red and the possibility that it could show a hint of orange in certain light. Sadly, this may well diminish as the car is now the original Pimento Red (supposedly) and try as I may, I cannot see much orange at all! It seems as though everyone will have to wait another 40 years for it to come through again. Incidentally, the car experienced its 45th birthday while being beautified – perhaps this is something we humans should consider

Incidentally, I found Christmas Day morning the ideal time to do something I had been meaning to do for several months and that was to clean and oil the air filter, as well as replace a reversing light lens. It seemed to me to be an opportune time to do this as apparently there was nothing I could do to help in the kitchen department. Did you do anything in the TR department on Christmas Day that might be considered weird by some? You don't have to give your name.

Anyway, one thing I received was a book called 'The Extra Mile' – thank you, Santa. This book lists getting on for 300 places close to many of the major and popular routes in England where you can stop off for a break in



Yesterdays red above



Now the new Pimento



...a closer look !



the journey for snacks or larger meals and so avoid being subjected to the vagaries of motorway service areas. Some service areas can be good but why take the chance? Most of the places listed are within 10 minutes of the main route and range from farm shops all the way up to grand places like Hatfield House. Could be an alternative pastime to collecting Monros, possibly?

Having mentioned Christmas, The Cock did us proud in December. The snow arrived on the day we had booked our December meeting and they were happy to adapt to us going there a week later, when we enjoyed a really good Christmas meal. As a show of appreciation of their efforts throughout the year, we had a collection for Michelle, Nick, Megan and the others – and they seemed to really like all the Lindt chocolates we failed to eat, as well!

Paul and I went along to Stony Stratford on New Year's Day for the 9th Vintage Classic Festival. There were crowds of people meandering around a couple of hundred vintage and classic cars parked all over the place. Interestingly, there were more than a dozen TRs to be seen, including about 8 from the NLG. The oldest car I saw was 1902 Oldsmobile, with tiller steering and a chain drive to a single rear axle, ie no differential. To digress a little, the first use of what could be described as a differential was in the 5th Century when the Chinese invented the 'south pointing chariot' that had a pointer connected to gear wheels on each independent wheel. Before you start a journey, you set the pointer to south and then no matter how many deviations you made from a straight line, the pointer always indicated south. First use in the drive chain of a vehicle was in 1827 in a 'road steam locomotive'.

What's in store for the imminent future of the LVG? On a serious point first: did you read the final page of the last TRunnion? If you did, you will know that we plan to change the way we communicate with LVG members and have invited inputs from the members. Please check it over and let the committee know your thoughts.

So, what is lined up for us in 2018? There is of course, the AGM and Kick-Off Lunch in January. Weather permitting, February will probably see the start of the First Wednesday evening sessions where we visit different venues each month. Do you have somewhere close to you that you feel would be enjoyed by others? If so, let us know in advance and we'll come along. February is also when Stoneleigh will be taking place – time to go hunting for that elusive widget that you just have to have? April sees two significant events that really must be in your diaries. The first is on 7 April for our annual visit to Robsport for the 'Cars on Ramps' opportunity to have a good look underneath your car accompanied for free by the Robsport mechanics. Book with me if you want to take advantage of this – first come, first served. This leads directly onto the FBHVC Drive-It-Day on Sunday 22 April, when we will be having a good drive out to somewhere interesting while showing off our cars to the envious public. Nothing is yet certain but one of the places earmarked as a possibility is Bressingham, as this offers a country route of 80-90 miles each way through countryside you may not see often. The month of May offers the possibility of a Bank



Holiday weekend on the Kent coast and the opportunity of attending the Deal Music and Classic Vehicle Show. You don't have to stay the weekend of course, but why not as the area has a lot to offer – Pat and I will be there.

June sees the LVG trip to France, taking in Honfleur, the Loire chateaux and a visit to the Champagne region. Did you see the Joanna Lumley/Jennifer Saunders documentary on their visit to the region? A nice little undemanding programme that included their visit to the Bollinger estate (of course!) – enough to whet the appetite to make sure we leave space in the boot to bring back a crate. I said we could always ditch some clothes just to make sure there is space and Pat didn't disagree. As I write this, there is space for another car to join the trip, as well as for one person (male please!) to join in as a passenger in one of the cars already booked for the trip. Contact Phil if you're interested in either of these openings.

July will see the SpaTRans go on a boys-only trip to the Le Mans Classic and judging by the contents of the last TR Action, about half the TRR members will be there as well. If the 2017 trip to Spa is anything to go by, it will be a great weekend of motoring fun, with accommodation being in what looks like one-third size shipping containers.

The only other thing set for 2018 is that after an extremely successful event in 2017, there WILL be Shine and Show evening in 2018. This will take place on 11 July at The Cock Inn – hopefully, the SpaTRans will all have found their way back home by then and had enough time for a bit of TLC to be expended on the cars.

Brand new suggestion for something different – how about the LVG going along to one of the Revington TRR Sprint and Hill Climb Events, as spectators of course? They are held all over England but the nearest one will be just 40 miles from Broom, at Debden, near Saffron Walden. The provisional date for this is 30 September so is something that should be easily experienced, perhaps with our friends at the Camb Followers or the TSSC.

Our final planned event for 2018 will be an autumn social event sometime in September or October. The intention is that in 2018, the event should be selected by our 'other halves' in an attempt to maximise participation, given the slightly disappointing turnout in 2017. This is therefore an early appeal to all other halves for ideas as to what we should plan in 2018. The event should be biased more towards the social aspect than the driving aspect, although given that this is a car club, there ought to be some degree of motoring involved.

Well, that's it for this first GL offering of 2018. We all like our TRs and driving them has to be one of the main reasons for having them. So here is a 'non-frivolous' challenge intended to maximise your enjoyment: you will all know the distance you travelled in 2017 in your TR – why not double it in 2018?

Pierre .



...back to Stony Stratford



TR7V8 Safari Rally Winner 2017



A Triumph TR7V8 has recently been declared the joint winner of the **2017 East African Safari Classic Rally**.

Why joint winner you may ask? The TR managed to avoid a large mud hole which saw all but four cars in the rally stuckin doing so it gained an hours advantage. So, after deliberations at the finish, Kenyan crew Carl Tundo/ Tim Jessop were declared joint winners with the British crew of Ryan Champion/ Richard Jackson in their (pink?) Porsche 911.

If you are thinking of entering next year, you'll need a few penniesthe entry fee alone is £30,000 (that's right, thirty thousand pounds)think I will stick to classic tours nearer to home.

Pete Muncer ,

(info courtesy of latest edition of "Motor Sport" magazine)



The Mutterings of Muncer



I suppose it's that quiet time of year for TR's and classics in general, unless you are one of those brave individuals who continue to press on with their cars throughout the winter – personally I don't like all that road salt, so generously distributed by local councils, coating up my underpinnings (doesn't do the car much good either).

I realise that in the month of December, inevitably Christmas lunches will occur at regular intervals, but really – three in five days? Our golf society met on the 6th, the C.A.C.C.C. lunch was on the 9th, and LVG was supposed to meet on the 10th, although snow on the day meant a delay to the 17th. Anyway, there are a few weeks to recover before the LVG AGM & Kick Off Lunch on January 21st. If the TR fires up on the day (I think I need a new battery – does anyone have any recommendations?), I will aim not to upset GL Pierre, and will park with the bonnet down – if in the Skoda GT I will park inconspicuously.

So, thoughts now turn to planning ahead for 2018 events. As far as C.A.C.C.C. tours are concerned, the Springing Up Tour, on April 20th-22nd, has been announced already, and some of the usual LVG suspects have signed up. We will be based in the Isle of Purbeck (another island but no ferry needed this time), and the format will be a little different from usual. Saturday 21st will be the main tour activity day, and as there are many attractions in the Purbeck area to visit, there will be no designated route, i.e. NO TULIP ROAD BOOK! This approach seemed to work well in the Isle of Wight last September, so we will see how it goes this time. However, I can assure any Tulip addicts that Tibbles Tour on June 24th will see the return of the road book. Incidentally, the day we will be returning from Purbeck (April 22nd) is Drive It Day, so we can show the classic flag.

In this issue of TRunnion, your Editor has returned to the 1970's, with memories of spectating on the RAC Rally, in particular at the Sutton Park special stage in Birmingham. Now I know that we did that stage in various years when we were competing in the Rally, the last time being in 1978, when the event was based in Birmingham. However, I must confess that I can remember very little about the stage itself, but it seems likely that your Editor was among the multitudes of spectators watching us trundle through. So, Chris, if you remember from the 1978 RAC a yellow Avenger 1300 in Group N spec. with rally number 200 (the last car!), that was us.

This was the period when Ford Escorts dominated in the RAC Rally for several years, although Fiat already had won the 1978 World Rally Championship with the 131 Abarth. In an attempt to break the Escort domination, Fiat arrived with one of their cars fitted with an interesting modification – the co-driver was literally in the back seat! This was supposed to improve weight distribution, but it didn't seem to have much effect, and eventually the rear suspension broke! (A lightweight co-driver is always a benefit – I weighed quite a bit less in those days myself).

In 1978, British Leyland entered a team of Triumph TR7 V8's in the rally. Tony Pond suffered all sorts of mechanical problems – rear brake calipers falling apart, bent rear axle, clutch failure - but he managed a fine fourth place overall, behind a trio of Escorts. I must admit that I never thought that the TR7 would make a good rally car, especially in the forests – mind you, the Lancia Stratos seemed to go quite well, and on paper that was not a forest car either. My only TR7 V8 experience was a very brief trip up the road in the co-driver's seat a couple of years later in Charles Golding's ex-works car – very impressive acceleration in a straight line, but it seemed rather a “nervous “ car, with a lot of power in a short wheelbase. I imagine that it would not have been a particularly comfortable experience on a wet night in the Kielder Forest.

As for our own experiences in the 1978 RAC Rally, running at the back of the field meant that the forest tracks were pretty much cut up and rutted by the time we came through. However, we were going well until the back axle broke on a stage in Scotland – we managed to limp into the service area in Longtown, where our service crew changed the axle in 25 minutes. Unfortunately the replacement axle had an unsuitable final drive ratio, so that limited our performance somewhat. The following night in Wales, a miscalculation (on my part) meant that we were low on fuel, so driver Tim Stevens siphoned some fuel from another car (having had permission!), but unfortunately got a mouthful of fuel in the process, so that limited his performance somewhat as well. Next, the speedo. cable broke, so no trip reading from the Halda, which didn't improve my navigating performance either – then as dawn was breaking, the exhaust fell off (“why the hell are we doing this?”).

We eventually got back to Birmingham in 57th place overall – doesn't sound very impressive, but in those days just to finish the Rally was reckoned to be an achievement for an amateur crew, as usually only about a third of the entry finished. By the way, the 1978 event took five days – first day doing the spectator stages in the Midlands (including Sutton Park) - then on days two and three, a 36-hour loop into Kielder Forest, Southern Scotland and the Lake District forest stages - then days four and five, another 36-hour loop covering all the Welsh stages from north to south. The modern Wales Rally GB doesn't stir out of South Wales – 9 to 5 rallying!

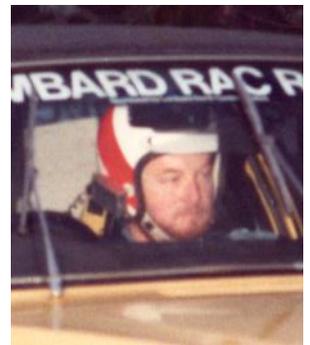
Incidentally the Avenger was retired after the 1978 RAC, and I think Tim's experiences on that event prompted him to take a break for a year or two. However, by 1981 we were back in the fray with a Talbot Sunbeam 1600, which gave us quite a bit of success in regional events. However, on our last attempt on the RAC Rally in 1984, the back axle broke in the Forest of Dean – must have been a part left over from the Avenger!

Pete Muncer

The photos show the Avenger on the RAC Rally (car 200 in 1978). On the 1977 event (car 206), we were in the Clubmans Rally (the second half of the main rally), and finished 7th overall and 2nd in the 1300 class (and but for a puncture in Kielder Forest in the middle of the night, we would have been 4th overall and 1st 1300 car – if only!).



Thanks Petefor these archive photos. The above was 1977 and below the 1978 Lombard RAC Rallythe year Tony Pond was competing in the TR7 V8 It was tough for the privateers following in the tracks of the works rally cars.



RALLYING in the 1970s'a spectators view

C.G.

Back in my late teens and 20s I was most enthusiastic about Rallying ...and Roger Clark was my rally "hero".

I spectated many times on the Welsh International Rally and can well remember hearing the sound of a Ford Escort RS1800 at full chat driving hard through the forest stage, webers slurping and then coming in to view, exhaust popping and stones being thrown up behind as it exited the corner just past me.

From 1972 to around 1986 the special stage at "Sutton Park" featured on the first day of the RAC Rally of Great Britain. This was local to me and without fail each November I headed to the Park a few hours early to savour the atmosphere and find the best vantage points. The course was 8.05 Km long, all tarmac (although muddy in places after some cars had taken cuts on some of the corners)some being through twisty woodland passing closely around unforgiving oak trees whilst another section had a straight hillclimb for about a mile before a 90 left at the top of the hill.

Amongst the smoothest drivers here was Roger Clark. On one particular corner I observed cars scrubbing of speed and throwing themselves fully sideways into the corner ...which looked very dramatic but RC would enter in a smoother manner, partly sideways but maintaining a mid road position gaining better traction and powering out of the bend in centre of road ...less dramatic and quicker.

My favourite sportscar to see here was the Renault Alpine A110 ...and there was one on the 1978 event. Also amongst the privateers was an MGB and a Pantha Lima (nothing to get excited about there). Skoda were always surprising and often won their class. Can you remember the Wartburg 353 ? There were four of them here in 1978.

Fastest car on the Sutton Park stage was Walter Rohl in a Fiat 131 Abarth. His time was 5m 26secs at an average speed of 88.9 km/h.

With 200 cars to drive through the stage, many were seen in the afternoon but then darkness fell rapidly and the tale enders were competing in the dark.

Unknown to me at the time I must have seen Car **200**, a certain Avenger with Pete Muncer navigating. He would have been too busy to notice any spectators. The ford at Wyndley Gate was always a good splash, with a hairpin left on exitPete may remember that ?

Rally cars on this stage that I particularly remember: Stig Blomquist (Saab 96) who took the Town Gate hairpin wide and literally launched himself onto a park bench. Also, on more than one occasion, the sound of a ferrari engined Lancia Stratos at full chat but looking ridiculous because often the rear part of body covering the engine would fly off on the stage. Moving on to 1981 and the sight and sound of the first 4WD rally car, the Audi Quattroextremely quick in the hands of Hannu Mikkola and otherspopping and banging its way through the stage, turbo lag and flames from the exhaust ! Then we reach the Group B era of the mid 1980s and the sight and sound of Tony Pond driving the MG Metro 6R4 was awesome.

Back to 1978 and my TR3A was actually a part of the Rally in Sutton Park ! I was contacted by a company called "Endrust" (via other contacts I had with Triumph works) and asked if I would exhibit my TR on their stand in the Park. I agreed so found the the TR3A parked alongside a TR7V8 "mock" rally car. They probably gave me something for being there but I can't remember what.

At that time the 3A had recently been re-sprayed "vauxhall volcano red" and I had fitted a pair of 7" Wipac spot lights (the cases of which had also been sprayed red).

Congratulations Pete you finished the rally.... beating Roger Clark (accident), Simo Lampinen's TR7V8 (clutch) and both the Lancia Stratos entries (gearbox and engine)





Five TRs SCRAMBLE photo Bicester 07/10/18



With thanks to OCTANE magazine, Mark Dixon ..for approval to print this :-

Models

REVIEWS AND PHOTOGRAPHY MARK DIXON

1:18 scale

1980 Triumph TR7 convertible

By Cult Models Price £155.95 Material Resin cast

Cult Models is a relatively new brand that has already issued some imaginative subjects in 1:18 scale – its recent Rover SD1 is a favourite in this office. Continuing the Leyland theme is this fine Triumph TR7 in Persian Aqua metallic, with characteristic tartan interior trim. It's cast in resin, and features steerable front wheels – although the steering wheel itself is fixed. We love it nevertheless.



Models shown are available from Grand Prix Models, +44 (0)1295 278070, www.grandprixmodels.com

RALLY of the TESTS 9-12 November 2017 A rally run in the border country of Wales/England. Not reporting any detail here except to show a few TR entries :-





The factory at Abingdon where all the works TR7s were prepared. In the background are the two TR7V8s as used by Roger Clark in 1980. Although the cars were sponsored by Sparkrite and Esso, they were still “works cars” with full factory support.

The TR in the foreground was driven by Per Eklundwith a new bodyshell behind it, waiting to be built up.



The year is 1984 and these TR Register members entered the HRCR “Coronation Rally”. This looks to have been a well campaigned TR. Helmets and protective clothing don’t appear to be required here.



Tony Pond / Fred Gallagher (TR7V8)..... WINNERS of the 1978 24 hours of YPRES RALLYand in that same year they finished 4th on the Lombard RAC Rally.

Le Jog Rally 8-12 December 2017



Emotions were high as crews crossed the finish line at John O'Groats. First to cross the line were David Hankin & Jake Ramsden in their re-styled **Triumph TR4**.

A coming together on the final leg meant they decided to cut to the finish .

They were so close to getting a medal ?!

NB Well that's rallying for you ...and the above pic is another TR4 entrant. Ed.

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 .

C.G.

"Rustbusters" ...as recommended by Mike Aldridge

Having owned my TR5 for 3 years now, I have been conscious of the fragility of the underside to the dreaded rust worm and wanted to look at ways to protect things. Research on various Classic Car Forums (including TRR) led me to decide to use Rustbusters Ltd., based in Spalding, Lincolnshire. They have been around for quite a few years now and Practical Classics magazine recommends them as offering good products. [http:// www.rust.co.uk/3-treating-rust-the-rustbuster-way/t20](http://www.rust.co.uk/3-treating-rust-the-rustbuster-way/t20)

This link gives lots of info about their services and has a PC article from 20120 and another from Car Mechanics magazine in December 2017, which you will find very interesting.

Rustbusters have a 2/3 month lead time, so back in October 2017 I booked the car in for 2nd January (which incidently was its 50th Birthday from build date). Between Christmas and New Year I came down with a virus that laid me up in bed for a few days and my first full day back in the real world was delivering the car to Spalding. It is amazing how dark it is at 07.30 when you set off for a 9.00am arrival time....but the TR did not miss a beat and the last few miles travelling along a single track road adjacent to the River Welland made all thoughts of illness disappear and reminded me just how good TR ownership can be.

The workshop is a collection of barns next to the owners house just outside Spalding and on arrival I was met by Chris, who was extremely knowledgeable and was able to ally any final concerns I was having about getting the work done. If you look on their website, you will see it is not just a case of spraying underseal to hide any horrors....but a fully prepared process to protect the cars under side . I had contemplated doing a waxoil spray at home but my research told me this was a very messy process and one that would struggle to match any professional work. I was offered a "before and after" photo USB stick to show the process (adding £5 to the cost) and the work required me to leave the car with them for a day and a half. After a stop for a coffee in a Spalding hotel, we were home before Noon and I was able to take it easy for a few days....as I had arranged to collect the car on 5th January. At collection, Chris told me that my car is remarkably solid with no rust to be concerned about and that the guys in the workshop had all fallen in love with the TR5. Why do our cars get so much admiration, wherever we go ??

The cost for everything was £468.00 and this includes an after care regime that for another £60 each year, gives a re-inspection and touch up of any broken mastic. Providing this annual maintenance has been completed, they will repeat a full clean and re underseal on the 6th anniversary for 50% of the rate at the time. I am extremely satisfied with the work and can but hope that it will give the TR added protection and a longer life.



Triumph TR6 R



I was not aware of a TR6 connection with the motorcycle worldbut next time you watch the film "The Great Escape" ...take a closer look at Steve McQueen's 2 wheel transportit is a TR6 R

Ed.

4 the next issue

Articles for next issue : Please send photos as JPEG at highest quality possible. Also, please send your letter/article as an attachmentwhich makes it easy for me to transfer and edit (and saves me from re-typing it if it is sent in main body of the email. Thank you, Chris (Ed.)

Deadline date for issue 2018/2 : THURSDAY 1st MARCH