



# The TRunnion

2019 / 1 January / February

*For the enthusiasts of TR Register Lea Valley Group*

**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*



*I can't speak for the whole country but I am aware that there is a shortage of skilled mechanics in the Cambridgeshire area. Nightingales' Garage, Sawston has now ceased trading after over 80 successful years ...purely due to 2 mechanics deciding to move on and the management have not been able to find any skilled replacements. So sad, because business was booming up to closure date! I wish all our classic car specialists the very best for 2019 and may they keep training new apprentices for the future preservation of our TRs.*

*Happy New Year to both our readers .*

*Chris .*

**Extra Note :** *Please send your letters or articles as attachments ...NOT in your email . Thank you.*

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*Deadline date for Text and Pics for next issue : **28 February** ....but most helpful if you can send to me as soon as possible ....and finest quality photos please . **Email as above .***

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UPDATE yourself ..... All you need to know :-

**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](http://www.tr-register.co.uk)TR Forum : [www.tr-register.co.uk/forums](http://www.tr-register.co.uk/forums)LVG : [www.tr-register.co.uk/group/lea-valley](http://www.tr-register.co.uk/group/lea-valley)

Facebook : "TR Register Lea Valley Group"

[www.facebook.com/leavalleyTR](http://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-trlvg@mybtinternet.com](mailto:bjmole1-trlvg@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.*

# Events

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.**



*Which way to the Events Page ..... see over ->*

**For a full event listing SEE the LVG website ...**

## **LVG 2019 Events – So many chances to get your TR out and drive**

Tue 1st January	Vintage Stony at Stony Stratford
Sun 6th January	Bicester Scramble
<b>Sun 20th January</b>	<b>TRR LVG AGM and KO Lunch at Mount Pleasant GC</b>
Sun 10th February	MG & Triumph Spares Day at Stoneleigh
22nd-24th March	Practical Classics Restoration Show NEC
<b>Sun 28th April</b>	<b>Drive it Day to Bressingham Steam &amp; Gardens</b>
Sat 1st June	Halls Green Picnic
Sun 9th June	Luton Festival of Transport
7th-9th June	TRs at The Palace in Buxton, Derbyshire
<b>22nd-23rd June</b>	<b>*TRR Coast to Coast Run (7 LVG cars already booked)</b>
<b>Wed 3rd July</b>	<b>Walled Garden at Luton Hoo</b>
<b>Wed 17<sup>th</sup> July</b>	<b>LVG Shine and Show</b>
26th-28th July	Silverstone Classic
<b>16th-18th August</b>	<b>TRR International Weekend</b>
<b>Sun 8th September</b>	<b>**Fawley Hill - Robert McAlpine Collection</b>
8th-11th November	Classic Car Show NEC

**\*TRR Coast to Coast** - Southwold to Aberystwyth over 2 days then optional LVG short Welsh Tour immediately afterwards before heading back East.  
**Contact Mike Aldridge ASAP for info** on accommodation etc.

**\*\*Fawley Hill** visit on Sunday 8th September. This is the family home of Sir Robert McAlpine who died in March this year and is an eclectic mix of curios he amassed during his lifetime and includes a full size steam railway in the grounds of the house. It is well worth a visit, but can only be seen on half a dozen dates through the year and only if pre-booked.

### **Other events being considered**

DH Aircraft Museum in London Colney - possibly weekday

Canal Boat trip and meal

Sezincote House & Gardens - near Moreton-in-the-Marsh

Henlow Dogs evening

A short Welsh tour following the Coast-to-Coast weekend above



*Same TR .... But not End to End .....*



*Tim Hunt will be writing in the next issue of Truncheon about his rallying exploits with Pierre enjoying his first event as Navigator.*



## GROUP LEADER'S REPORT



Just a short one this time (hopefully). Before all else, very best wishes to you all for the New Year. I hope very much that it turns out to be a good one for you and your family and that you get lots of TR time.

Despite the weather this time of the year being not really suited to TR open top driving, I seem to have done a fair amount of it, mainly delivering or collecting things. Great fun, as long as I remembered to wrap up and wear gloves. With the roof up, the heater is very good and with it down, seems fine up to about 45mph but is pretty ineffective above that speed. Actually, it's not brilliant below 45mph either, but I can usually feel some warm air around the feet. Just a few niggles to sort out – a passenger door lock that doesn't lock and an increasing reluctance to start when cold (who can blame it?). Shouldn't take more than a few minutes to sort out, do you think?

Since the last TRunnion, Pat and I spent a few days down at Gurnard's Head in Cornwall, when we put our wet weather gear to test. Going down to see The Lizard was pretty good from every aspect, including having the best Cornish pasties ever as a picnic at Kynance Cove. Isn't it amazing how mesmerising the sea can be? It was our walk along the cliff tops to Geevor mine and beyond that was the real test of our resolve – driving rain and high winds. Suitable for a DofE Gold Award I reckon.

A personal 'first' was joining in with Tim Hunt as his navigator on a Club Triumph '12 car rally' in Norfolk. This type of rally relies on driving of course but also on map reading and plotting a route described in some really devious ways. Examples include crossing map grid lines in a specific order, passing through specific spot heights and negotiating road junctions based on road colours or compass points or herringbone diagrams. Sharing time between plotting and driving is also a big factor as completing the whole route without incurring time penalties is difficult. While the experts can do both at the same time, Tim and I decided to adopt the 'pre-start posture' approach! Anyway, it would be fair to say we didn't do too well competitively but it was a great experience and a huge 'thank you' to Tim for having me along. For me also, it was great being in a TR being driven the way TRs ought to be driven. Let me know if you want to know more about this type of rally and route descriptions – I can show you what we used on this event.



The other big event of the month was completing the LVG 2019 calendars and getting them printed for the November meeting. Sales are going well – if you haven't got yours yet, they'll be available at the LVG AGM on 20 January. And yes, I will soon be badgering you for photos for the 2020 calendar so don't forget your camera when you're out in the TR.

Mentioning the AGM – please do all you can to get along to this, even if you're not a regular at our meetings at The Cock. It would be good to put faces to names. One of the items at the AGM is settling our committee for the coming year. All of the current members are happy to continue but if YOU would like to join, simply let me know no later than Friday 11 January.

The other AGM held recently – for the TRR and held at Sywell in November – has resulted in a few changes to the club, so it is well worth looking at the TRR website and reading the interim report. Incidentally, the LVG provided 5 of the 9 TRs that turned up at Sywell – an excellent showing.

Early December was when we had a boys' night out, with a curry (a real one) at Flitwick. Good food at reasonable prices and great company of course. Well done to Mike for choosing The Indian Lodge restaurant.

Late December was the occasion of an LVG visit to the Shuttleworth collection on their Engineering Open Day. Really interesting time there, especially hearing about their Sea Hurricane (folding wings or not?), the intricacies of older rotary engines (just 15hours between overhauls) and did you know that Gladiator machine guns fired through the engine cowling? Always something to learn.

Now for something new! We now have a subcommittee focussed entirely on planning events for the future. It comprises Paul Richardson, Phil Sanford and Mike Aldridge and judging by the results of just a few weeks planning, we are in for a bumper year with events that are bound to cover everybody's expectations. However, if there is something you would specifically like to have included, PLEASE have a word with them and give them your suggestion.

So that's it for now. Best wishes to you all for 2019

*Pierre.*



## Water in the Sump/Engine Oil

(It may not be what you think)

This story started the day before we were due to do the Corinium Run starting at Cirencester the following day in the 4A (15/4/2018). I checked the engine oil on the dip stick and it had risen by ¼" and gone a muddy brown!!! As the total day trip would have been nearly 300 miles we decided not to chance it. I rang the organisers who were very understanding and said we could have used our ordinary car which didn't seem appropriate,

The following day I removed the rocker cover and found milky oil on the head and white slime inside the cover – Oh S\*\*t!!! I rang Pete Cranwell, the TR Guru, but he was very busy until September – so I had to think of a plan.

I rang a good friend (David Howes) to see if I could use his 4 post lift rather than trying to do the job in my garage lying on the floor.

The following Tuesday (24<sup>th</sup>) I drove the car over to David's at Dunton (18 miles) ,obviously after replacing the rocker cover.

### Day one (23<sup>rd</sup> April)

First job was to remove the bonnet (to make access to the engine easier) and then drain the water. The car was then reversed onto the lift/ramp and put up in the air. I removed the sump plug and drained the oil, removed the sump, oil pump and filter housing.. I dropped the car down on the lift and removed SU carbs and inlet manifold. This took up the morning. After lunch I removed the brass nuts holding the exhaust to the manifold and then the manifold & then the 10 nuts holding the cylinder head (in correct order), lifted head off the block and found the head gasket looked OK!!! I used David's parts washer to clean off the carbs, rocker cover and sump. I used a metal bar as a straight edge to see if the liners protruded 3 to 4 thou higher than the block, however they appeared to be level. This ended day one.

### Day 2 (25<sup>th</sup> April)

I rechecked the height of the liners above the block which was between level and 5 thou. I put the car up on the lift and removed pistons 4,1,2 & 3 and marked bottom con rod clamps with pin punch to make sure they go back to the original position. I used brass drift to knock liners out of the block from underneath the car and marked with the pin punch to correspond to pistons (punch marks on N/S of engine) After lunch I cleaned the outside of the liners with a wire brush, removed figure of 8 gaskets and cleaned the flange with emery paper they sit on. With David's help we made up tubes and large washers to fit over head studs to hold the liners in place. We blew the block out with airline and sprayed the figure of eight flange with brake cleaner to make sure it was perfectly clean.

### Day 3 (26<sup>th</sup> April)

This morning I rang Revington regarding the poor quality of the figure of 8 gasket, take it of leave it – thanks!!! I took the head to T& L Engineering in Elstow, Bedford for pressure testing and skimming. I got proper figure of 8 gaskets 8 steel and also ordered con rod bearing set which they will post to home for £30 + VAT. After lunch I cleaned off the figure of 8 flanges again and coated with Heldite Jointing Compound, then coated both sides of the figure of 8 gaskets with



Heldite. I put the gasket on 1 & 2 flange front of block then coated no 1 & 2 liner flanges with Heldite and left it to go tacky. I used a block of wood to tap no 1 liner in place and then did no 2, checked the liners at 4 thou above the block. We did the same with liners 3 & 4, however it was difficult to get no 4 down enough. We put the washers and tubes in place on the head studs to hold the liners in place.

Day 4 (30<sup>th</sup> April)

This morning the CR438CP Con Rod bearings arrived in the post. I ordered from TRGB a new heater valve 565755 (old one not properly fitted in the head) and 061478 plug for block parts arrived next morning. I put each piston in a wooden bench vice and scraped carbon off top and tightly wire brushed with a drill. I washed off in parts washer, blew off with airline, oiled rings and clamped with a ring clamp. I inserted a new con rod bearing, slid piston into liner (no1), did the same with No 4, lifted car up on the lift and fitted other halves of con rod bearing and casting. All this was tightened up and I dropped the car down again and did the same with no 2 & 3 pistons. The car went up again and I torqued up bolts to con rods to 60 ft./lb. I fitted new stud block to pump body – the original one was bent and fitted the oil pump with the new gasket. I removed the old seal 'O' ring from oil filter housing, refitted the housing with a new oil filter. After lunch I refitted the sump with a new gasket & shorter 5/8" bolts to front and torqued up to 18 ft/lb. The liners were reused as no wear or scoring, the same with pistons. The pistons are + 0.040 (40 thou). I rang T&L Engineering to see if the head was ready but they had not started on it as they were very busy. On 16<sup>th</sup> May late pm I collected the head from T&L – the work was done – decoked, pressure tested, which it failed as leaking from the rear core plug and the ally plug in the top of the head., new valve guides fitted, clean valves and polish stems & cut valves and cut valve seats. Skim head, bore out and fit core plugs, strip & rebuild the head and supply HD con rod bearings & figure 8 gaskets.... All for £280 + VAT

Day five (21<sup>st</sup> May)

Fitted cylinder head (having removed tubes & washers holding liners) and torqued down in sequence to 100 ft/lbs. I fitted 4 pedestal studs for rocker shaft and fitted new block plug (instead of drain tap that always leaks) I refitted the exhaust manifold (took 1 ½ hrs) refitted pushpods in original positions (placed in card in position as taken out) fitted rocker shaft and adjusted tappets (0.0010"). I fitted bottom hose, thermostat housing with new gasket, top hose and other hose., fitted metal heater pipe around head and fitted hose, then fitted rocker cover studs and rocker cover. I fitted the new heater valve and connected cable, removed breather from exhaust manifold and took to pieces and cleaned in parts washer and refitted.

Day six (23<sup>rd</sup> May)

I cleaned carbs & reassembled on the bench, removed old gaskets, reassembled on to the manifold and connected all linkages. I connected the petrol pipe and breather/vacuum pipe and adjusted the fan belt. All this done by lunch. After I put 11 pints Comma 20W50 Classic oil in the engine and 10 pints water in radiator. At 14:30 started car and left running for 20 mins – lifted up on lift to check for leaks – Hurrah there were none!!!!. David gave me a hand to refit the bonnet and it was difficult to line up. From 16:00 to 16:15 David came for a ride to make sure running



OK. He then checked over what I had done to make sure it was OK. He said I had passed my apprenticeship. The mileage when work completed was 119,460.

Day seven (1<sup>st</sup> June)

At 14:30 removed rocker cover and shaft off head, retightened head nuts in sequence to correct torque setting. Refitted rocker shaft and readjusted tappets and refitted rocker cover. I ran car for 5-10 mins and checked all was OK.

This just goes to show that oil in water is not necessarily caused by the head gasket, it could be the core plugs in the head!!

The mileage as of today (11<sup>th</sup> December) is 123,192 – 3,700 + miles since work completed including 1400 + mile French trip within who weeks of final head torquing down.

I hope this article gives encouragement to others to tackle jobs. I'm not a mechanic, just used a bit of common sense and asked if not sure.

PAUL RICHARDSON





# *The Matherings of Mancer*

The deadline for this edition of TRunnion is at the end of December, so it is appropriate for me to wish Happy New Year to all Lea Valley Group members. Anyway I trust you are recovering now from the usual festive season excesses – luckily you have a few weeks before the AGM & Kick Off Lunch at Mount Pleasant G.C. on January 20<sup>th</sup>.

Our esteemed Group Leader was wondering if there was a shared history between my 4A and Andy & Judy Gostling's TR4 (a recent addition to LVG), as both cars have ABH-series registration numbers. My car started life in 1965 in Jersey, where naturally it was given a J-series plate. In 1968 it returned to mainland UK, where it was given a G-suffix plate, which was still on the car when I bought it in 1993. Inevitably many knowledgeable folk then kept telling me that a G-suffix was incorrect for a TR4A, so after a year or two of this I felt that a year-related plate with a C-suffix had to be acquired. As it turned out this process was easy and free, much to my surprise (apart from the cost of having new plates made up). LVG member and 4/4A Registrar Jon Marshall was able to confirm from his records that my car came off the production line in mid-October 1965 - armed with this information, a visit was made to the DVLA Luton office (now closed), and voila! – ABH 261C was allocated. I have noted some other classics with ABH plates, including a Healey 3000, so perhaps this series of plates was reserved for this sort of exercise? Anybody know which part of the country ABH plates were allocated to originally?

I am mightily impressed with Tim Hunt's record in the Round Britain Run – 2000 miles in 40 hours of driving this year, and his 22<sup>nd</sup> year of taking part in the event – a tremendous achievement. My own co-driving efforts on endurance events are long in the past – two 36-hour loops around England, Scotland and Wales in the RAC Rally would be well out of my comfort zone now – mind you, the current equivalent of the RAC Rally is not much more than a 9-to-5 job – I have to admit that modern WRC cars go a fair bit quicker than a Mk.1 Escort or a Talbot Sunbeam, though.

I was intrigued to see Tim's TR that averaged 32 mpg on the RBRR event. I don't keep a regular check now on my car, but the best mpg that I remember achieving, was on a drive from Welwyn to Cirencester for the start of a CACCC tour - 48 mpg no less (using overdrive top most of the way) – next day on the tour it was down to 28!

Reading Paul Richardson's Profile article, it seems likely that our paths may have crossed somewhere in the Home Counties back in the mists



of time – we did night road rallies in the late 60's / early 70's like Paul, before moving on to forest stage rallies – can it have been Paul that we saw disappearing through a hedge one night in deepest Hertfordshire?

Both Paul and Brian Chidwick put more miles on their TR's each year than I do, and both of them have been out on some CACCC tours over the last few years, along with GL Pierre, Treasurer Phil and others. At this point I should explain for new readers that CACCC stands for the Carpenters Arms Classic Car Club, based in Harpenden at the hostelry of the same name. Anyway, I will take this opportunity to get in a plug for CACCC 2019 events, so that you can mark them up on your LVG calendar.

The **Springing Up Tour** will be based in Cirencester in the Cotswolds, at the Stratton House Hotel, for the weekend of **April 26<sup>th</sup>-28<sup>th</sup>**. The Tulip road book will be back for the Saturday route and part of the Sunday route (some entrants seem to get withdrawal symptoms if there are no Tulips). Sunday 28<sup>th</sup> is **Drive It Day**, so you can show off your TR on the run back to Hertfordshire.

**Tibbles Tour** on **Sunday June 30<sup>th</sup>** is the traditional one-day event (with Tulips), starting at Mount Pleasant G.C. at Lower Stondon, and finishing at the Carpenters Arms – a full English breakfast and a fish & chip supper is provided as part of the entry fee.

The **Falling Down Tour** is likely to be held September 27/28/29, but dates and venue are still to be confirmed.

Further details will be published in TRunnion nearer the time, and LVG members will be very welcome to join us on the tours.

I would be interested in any visit to the Revivals rolling road facility if it can be arranged next spring. Since changing to SU carbs., and following the advice of TR guru Pete Cranwell, a rolling road visit has been on my to-do list, just to see if any further fettling is required.

Now that the dust has settled following the TR Register AGM and the somewhat unsavoury events of the last few months, let's hope we can get back to just being a car club. I still feel rather uncomfortable that the Register apparently needs independent review panels, formal disciplinary procedures, etc. – what ever happened to discussing your differences over a pint in the corner of the bar? Anyway, thankfully at local group level we can ignore the political manoeuvrings higher up and just get on with driving our TR's.

Good to see former local boy Lewis Hamilton get his fifth Formula 1 world championship (equalling Fangio) - he has 73 G.P. wins now (11 wins this season alone) - only 19 more needed to beat Schumacher's record.

Finally, time for an old geezer's rant (I'm allowed at my age). The last two hire cars I have driven (a Nissan Juke in France and a Seat Leon in La Palma) have been what I call stupid cars. Trouble is, they are anything but stupid – their "intelligence" makes them bleep at you if you get within half a furlong of any possible obstruction, they turn on the lights and wipers when they feel like it, they switch the engine off at traffic lights, etc., etc. In the last issue of TRunnion I was dismayed to note that soon you will be able to buy all-electric E-types and MGB's – no doubt they will be fitted with all these gizmos. Next we'll be having driverless cars – don't tell me, has someone already ready thought of that?

*Pete.*

## Profile : Chris Glasbey - *Trunnion Editor*

A keen reader of 'Motorsport' magazine through my teens, my first car was a 1959 Austin-Seven Mini, which was red but I soon customised it by spraying the roof and bonnet black and taking off the wheel caps to paint the wheels bright silver with black centres.



My second car was a new 1275 GT Clubman Mini (1972). The close ratio gearbox on this mustard coloured car was excellent. Top speed was an indicated 94 mph (identical performance to a friend's 998 Cooper) and I still remember a unique occasion on the M5 where a Triumph Spitfire was ahead of me in the outside lane and an MG Midget was behind me .....identical engines and we were all going flat out with neither gaining on the other.



Also in 1972, another friend had as his new company car a red TR6 with the optional painted wire wheels. It looked so perfect with the 165 x 15 Dunlop SP Sports and on accelerating the rear would squat down in typical standard TR6 fashion. I was only allowed to drive it once because I crunched the gears. TRs cannot be rushed compared with the close ratio gearbox of the GT Mini.



By late 1973 it was time for another complete change and I paid £250 for a 1948 Land-Rover (HNX444 as pictured with current owner). It was the 14th vehicle produced with the first owners being 'Ministry of Fuel & Supply' I used to take off the canvass hood, frame and top half of the doors which made it very jeep-like. I ventured off-road, got bogged down up to the axles and had to be winched out . With others on board I would shout for everyone to lean forward as I once attempted an incline where it felt we might just flip backwards. On another occasion I was not able to reach the top of a gravel hill but had to keep all 4 wheels driving forwards as I slowly went backwards down the hill !



At that time I was working as the materials Buyer for a manufacturing company who supplied parts to the major car companies including Triumph HQ at Canley, Coventry and nearby Jaguar and Chrysler (originally Rootes factory). I still remember the day our delivery driver was

away and I was trusted with the task of driving the 3 tonne lorry to these companies and reversing it into the loading bays alongside the giant trucks. The most interesting company was Triumph .This was 1975 and there were lines of cars waiting for export. TR6s bound for the USA with fat bumper over-riders, steel wheels with chrome embellishers. Also lines of Stags and Spitfires. We also supplied parts for pre-production cars and this included the "Bullit". Yet to be launched, I asked about the new TR and was pointed towards a factory door for a quick look. I only dared to stay for a minute but saw a wedge shaped vehicle across the far side of the factory. Although the TR7 was launched in 1975 there was still demand to complete orders for the TR6 into 1976.



I bought my TR3A for the sum of £250 in June 1975 and jointly founded Stafford & Warwick Group in 1976.

Easy to forget but the TR7 was not popular amongst TR Register members in its first few years of production, which led to the formation of the TR Drivers Club. The Stafford & Warwick Group shirt design included a TR2 and a TR6 with the dates 1953 - 1976 (it was later changed to a TR7). The report in Motor Sport magazine concluded that the TR6 was the end of an era. However, I did support the new TR in 1976. At the time of the UK launch I organised a Saturday for a selection of our TRs to be exhibited in the local dealer showroom alongside the new TR7. Bob Train also brought along a rare Triumph.



One of our group members was also a member of Club Triumph and I was invited to enter one of the C.T. Autotests by making TR Register Stafford & Warwick Group an associate member of Club Triumph . (I can't remember all the details of this) Club Triumph was still closely linked with the factory and I remember attending their committee meetings in the works social club at Triumph, Canley. Bob Train was Secretary, Malcolm Warren was in the Chair + I also remember Derek Pollack and David and Irene Tydeman.

The above pic was taken at the TRR Lakes Tour 1985 ...and I was promoting the 1986 Tour Britain. I was able to borrow a Rover Vitesse from Rover Triumph. The Britain + Lakes'86 followed each other and I covered 3,000 miles in total (used a pint of oil). The TR was not healthy enough at the time hence this Vitesse acted as "convoy escort" and we had CB radio contact with some of the TRs.

Bob had a working link with the factory and the car he brought to P.J.Evans, Sutton Coldfield that Saturday was a TR7 Sprint ....and he gave me the keys. I gave it a 10 mile road test, the only TR7 I have ever driven.

For S&W Group, I hired a skid-pan with instructor ...who was amazed that in straight line braking on the oily surface the TR3A behaved better than other cars. Best experience was a second occasion when I brought the Land-Rover along. Driving it in a circle sideways was brilliant, then select 4 wheel drive and drive sideways at twice the speed !

Before the video age, I was able to hire films for S&W Group club nights (we had our own room which was free) including all the old Triumph films narrated by Raymond Baxter. We were lucky to have a member with 35mm projector. Bob Train also helped when I organised RAC Rally film nights each November (church hall, 200 people from local car clubs). We showed about 3 hours of films including the previous years RAC Rally.

Some of you may remember Reg Woodcock who raced his TR3A in the 1970s, some years before the TR Register Race Championship was born. He accepted the invitation to give us a talk, which included the topic of tyres. Choice was limited in those days and many TR6 members were fitting tyres designed for the Jaguar XJ6, either Dunlop SP Sport or Michelin XAS 205 x 15. In Reg's opinion the whole footprint was not being used and extra strain was being put on the steering. He advised ideal size: 185 x 15. He must have been right because today's TR owners not staying at 165 x 15 now often select 185/65 or 195/65 sizes.

This was all a TR lifetime ago. I still have the same TR3A which has been improved over the years . Pat and I look forward to much touring in 2019 and attending as many Lea Valley Group meets as possible.

*Chris.*



**Profile : DAVID DAWSON** - Technical adviser

My initiation into motoring was at the age of 15 when I rebuilt my father's 1922 Anzani V-twin engined Morgan 3-wheel "Grand Prix car".

Early years were taken up with my education in Mechanical and Electrical Engineering plus Electronics, working initially in the Military Aviation sphere. Later work was in early mainframe computing followed eventually by running a number of electronic supply companies. My last business was running my own parts supply company to the homebuilt/light aircraft industry.

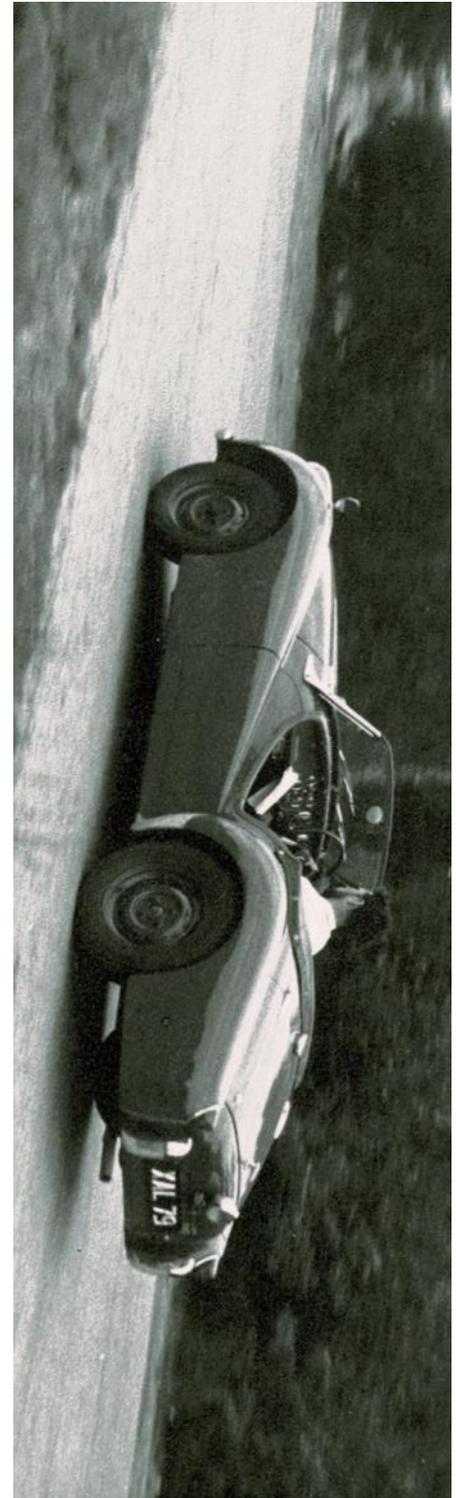
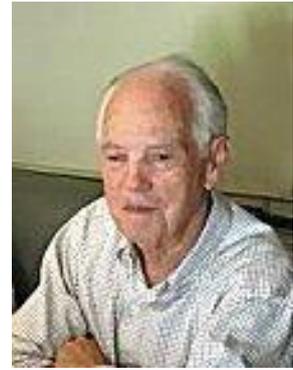
Early interest in driving started with a 1934 Austin 7 and building my own Austin 7 Sports Special! followed by a 1939 Chiswick assembled Chrysler Wimbledon then onto my first TR, a really excellent 1957 drum braked TR3 which I road and stage rallied. This was replaced by a 1964 TR4 which was also rallied as well as using it for early Rallycross! Then onto an Austin Healey Mk1 Sprite built specifically for Rallycross.

The TRs made way for over 15 years of circuit racing in Historic Sports Racing Cars where I prepared and raced a Lotus 23B, Ginetta G12 and also rebuilt but did not race a Lola T210.

To date as well as cars in general I have built/developed around 34 different types of engines as well as numerous transmissions.

I left the motoring scene completely for private flying over some 30 years, maintaining, as well as eventually building, my own aircraft. Coming back to TR's in 2003, joining the TR Register at the same time.

I acquired a TR5 in 2004 and a TR7-V8 in 2005. These were added to, for a short time, by a Stag and a Lotus Esprit S4. I added a Lotus Elan+2S 130/5 to the two TR's in 2014.



David, a few years ago in his TR3

Since completely rebuilding both the TR's by 2006, the TR5 has been to Ireland, France, Germany, Italy, Switzerland, Netherlands, Austria, Slovenia and Croatia, some 23,000 miles. The TR7-V8 has covered 31,000 miles touring Scandinavia, down to Italy, Spain and Greece. Neither car has given trouble except for 10% Ethanol fuel in Denmark!

Over the years I have been fortunate to have had a lot of people who have helped me in gaining motoring knowledge, thus I am happy to share my knowledge to help others in the same way.

*David.*

Editors Note: Pictures of both Driver and cars are rare ...so this is just a similar TR7 V8 which I am sure both David and wife Pat may approve of !



The following confusing article has been submitted by Pierre ....

### **Fuses – Some interesting information that might help you to retain the smoke in your wiring**

We all know about fuses, don't we? They come in a variety of forms, ranging from lengths of wire of different ratings, sometimes in glass tubes or along ceramic formers or incorporated in plastic blades. And we all know about fuse ratings as well, of course. A 20A fuse will 'blow' as soon as the current passing through it goes much above 20A.

Or will it?

Now, I've been associated with electricity for nearly 6 decades and recently learnt that all is not what it seems to be in the world of fuses used in cars. Things have changed and not necessarily for the better, something I became aware of only recently by following one of the threads in the TRR Forum. The problem is that unless you know the nature of the changes, there is a greater likelihood of smoke escaping from your wiring than before. Pay attention!

In the good old days, you bought a fuse rated at say 10A and knew that if the current passing through it went too high, the fuse would blow and your circuit remained safe. What was certain was that you ensured the actual current passed was well below the fuse rating. The exact blow current was always a bit indeterminate but a guesstimate would be 20-60% more than the fuse rating. There are good reasons why there is a great variability in this but I won't bore you with them right now. In addition to the actual current required to blow the fuse, please be aware that the time taken to blow is also quite variable. For instance, a fuse rated to carry 10A may take an hour to blow at 12A, a couple of minutes at 15A, two seconds at 50A and less than a second at 80A. And I'm not talking about 'slow-blow' fuses either – that is another minefield of uncertainty altogether.

Back to the main point of this: there are now other ways of marking fuses and you really do need to take care. There are two methods that you may come across, used on some commonly available fuses. One of the methods uses two numbers while the other will contain only one number.

If there are two numbers, the first will be the 'continuous current' and the other the 'blow current'. While these terms appear self-explanatory, be aware that there will be some latitude in the actual values.

The real uncertainty exists with fuses that have a single number, especially if it is referred to as the 'continuous current'. For these fuses, the current required for them to blow may well be more than twice the stated continuous current. Here is a really relevant example from Halfords. This 35A fuse is one designed to carry a continuous current of up to 35A and is unlikely to blow until the current exceeds 70A! This current, if sustained over even a short period, is quite likely to lead to a smoke loss episode - depending on your wiring, of course.

So, to summarise the important points here: think carefully when replacing fuses and make sure you use the right fuse for the circuit being protected. If in doubt, ask a good auto-electrician. Smoking is bad for health!



Blade



Ceramic



Glass

And as if that is not bad enough – remember the Lucas Wiring Harness Smoke? Well, it appears that you can't buy it any more so you had better pay close attention to your fuses.

Something else that may Bohr you to an extreme – wire gauge and de-rating:

Electrical current comprises electrons moving along a wire as a result of being attracted by a positive potential at the other end of the wire. The ease with which the electrons start to move depends on the number of valence electrons available in the outer shell of the atom (blame Niels Bohr for working this out).

The ease with which electrons move through the wire depends on its cross-sectional area, as well as the wire material of course. The more difficult it is, narrow gauge wire for instance, the resistance goes up, less current is able to flow and if the positive potential is then increased to restore the current flow, heat is produced. Heat can escape of course, but not so easily if the wire is enclosed in plastic and even less easily if bundled in with loads of other heat-producing wires that are then taped up with more insulation.

Wire rating is another area that merits a little attention. This is usually related to cross-sectional area and the material used for both the conductor and its insulation. However, be aware that wire rating is usually based on an individual wire in ambient free air and takes no account of the possibility of the wire being bundled in with other wires, all wrapped up in insulating tape to make it look tidy and then being installed in a hot engine bay! Think carefully about wire grades when replacing wiring, especially in places where conditions are extreme. Consider choosing a wire gauge much thicker than you might think (ie de-rating) - by a factor of at least two or three (eg choosing 10A wire when wiring for currents of 3A).

Finally, if you want to go through the full story on the fuses, here is the link to the specific area on the Forum:

[www.tr-register.co.uk/forums/index.php?/topic/66993-warning-electrical-fault-tracing/](http://www.tr-register.co.uk/forums/index.php?/topic/66993-warning-electrical-fault-tracing/)

This is in the 'General TR Technical' publically accessible area of the Forum, so you don't even need to log in to have a look – and all the other information there is provided for free, as well!

*Pierre .*

