



# The TRunnion

20202 MARCH / APRIL

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

Meet: **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.trunnion@btinternet.com](mailto:chris.trunnion@btinternet.com)



## Team WOB ....the full MONTE

Paul Richardson departs Banbury in the wake of the rally cars heading for the casino at Monte Carlo



TRs on Ramps @ Robsport , DRIVE-it-Day and more ->->

Extra Note : **Please send your letters/articles + photos as ATTACHMENTS ....NOT in with your email.** Thank you, Chris .

Deadline date for Text and Pics for next issue : **30 APRIL** ....but most helpful if you can send to me **as soon as possible** ....and finest quality photos please . **Email as above .**

**GROUP LEADER:** Pierre Miles  
 T: 01438—880460 E: pierremiles@hotmail.com  
**DEPUTY GROUP LEADER:** Brian Chidwick  
 T: 01462-730676  
 E: brianc.trlvg@btinternet.com  
**TREASURER + EVENTS TEAM :** Phil Sanford  
 T: 07919-037321  
 E: p.sanford051@btinternet.com  
**Trunnion EDITOR :** Chris Glasbey  
 T: 01223-833700  
 E: chris.trunnioned@btinternet.com  
**TECHNICAL advice :** David Dawson  
 T: 07785-502830 E: xd.xp@btinternet.com  
**Advisor:** Jon Marshall  
 T: 01462-673956 E: jon.marshall@dsl.pipex.com  
**EVENTS TEAM:** Mike Aldridge  
 E: mikealdridge@virginmedia.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](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.*

# Read, take Note and Contact ...

Many interesting events in the 2020 calendar for LVG ...and great that we also team up with North London and Camb Followers for some joint events.

PLEASE...take a look at the Calendar and book the events that interest you.

I worry that some may read Trunnion once and then forget it or do you print the bits that matter ?

Hope to see many of you on Drive-it-Day ....and contact Phil NOW if you are keen to go to the Concorde Lecture .

Mike & Phil have been busy planning a great TR year ahead ....now they need YOUR support ! Come back some of you we haven't' seen for ages ?!

Just enough type to finish the page.

Cheers, *Chris* .

## What's IN .....

Page	Title
<b>3</b>	<b>Upcoming Events</b>
<b>4-5</b>	<b>Diary Dates</b>
<b>6</b>	<b>Drive-it-Day LVG</b>
<b>7-8</b>	<b>Pierre Reports</b>
<b>9</b>	<b>Concorde Lecture</b>
<b>10</b>	<b>Shuttleworth Air S.</b>
<b>11</b>	<b>RAF Hendon report</b>
<b>12</b>	<b>TS2</b>
<b>13-14</b>	<b>Muncer Matters !</b>
<b>15-18</b>	<b>Brian ..of Coarse!</b>
<b>19-22</b>	<b>TR ..the Figures</b>





## TR Register Lea Valley Group

### Upcoming events

#### **Cars on Ramps at Robsport** Saturday 14<sup>th</sup> March

All places on the ramps are now booked but please come along and join us for a cup of tea, a cake, and a look under the cars. It is a terrific opportunity to socialise with your fellow LVG members. Afterwards we will be having a noggin and natter + a light lunch, if required, at the Green Man just down the road.

#### **Sunday Lunchtime meeting at the Cock PH Broom** Sunday 15<sup>th</sup> March

#### **Classic Car and Restoration Show at the NEC** Friday 27 – Sunday 29<sup>th</sup> March

A great opportunity to see a huge range of classics from concours to wrecks + demonstrations and all the spares and tools you might ever need. Don't forget there will be free tea/coffee and biscuits at the TRR stand.

#### **First Evening Meeting** Wednesday 1<sup>st</sup> April at the Duncombe Arms, Waresley, SG19 3BS (to be confirmed)

A great opportunity to get your TR out and take advantage of the lighter evenings

**Saturday 18<sup>th</sup> April**, join Cam Followers for their celebration of TRR 50<sup>th</sup> anniversary at the International Bomber Command Centre near Lincoln. We will organise a group run up to this event. Please contact Phil if you would like to go. **Numbers please by 11<sup>th</sup> March**, please indicate if you would like a buffet lunch for £10.00

#### **Sunday Lunchtime Meeting at the Cock PH Broom** 19<sup>th</sup> April

#### **Drive It Day** Sunday 26<sup>th</sup> April

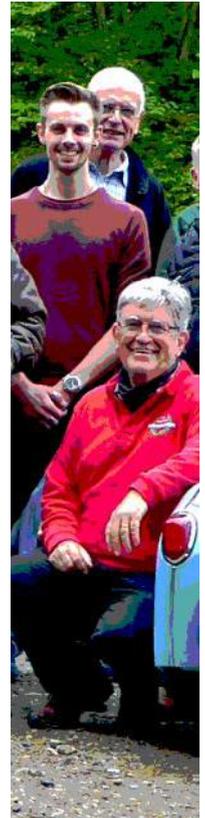
Join us for breakfast at the Silver Ball Café, followed by a tulip route to? See info/form.

#### **\*Shuttleworth Airshow, Season Premier celebrating VE Day\*** Sunday 3<sup>rd</sup> May.

We have reserved parking for TRs for this event and a discount on the entry price. Advance booking is essential, please contact Mike or Phil to reserve your place at this wonderful air show. Payment of £23.00 per person, in advance, will be required by 3<sup>rd</sup> April.

To book any of the above or for more information please contact either Phil or Mike

p.sanford051@btinternet.com 07919 037321 mikealdridge@virginmedia.com  
07847 585120



## TRR – LVG EVENTS Calendar 2020

### March

Sat 14<sup>th</sup>. Cars on Ramps at Robsport - <https://robsport.co.uk/index.php/about-us>

Sun 15<sup>th</sup>. Sunday Lunch Time Meet – Cock at Broom

Fri 27<sup>th</sup>-Sun 29<sup>th</sup> Classic Car & Restoration Show - NEC

### April

Wed 1<sup>st</sup>. Evening Meeting – Duncombe Arms, Waresley, SG19 3BS

Sat 18<sup>th</sup> Join Cam Followers for their celebration of TRR 50<sup>th</sup> anniversary at the International Bomber Command Centre, LN4 2HQ

Sun 19<sup>th</sup>. Sunday Lunch Time Meet – Cock at Broom

Sun 19<sup>th</sup>. MK Classic Car Tour LU5 6HE

Sun 26<sup>th</sup>. **DRIVE-IT-DAY ...LVG run to finish at an Anglo-Saxon Village!** *Enter now ?*

### May

Sun 3<sup>rd</sup> **Shuttleworth** Air Show, Season Premier, VE Day, reserved parking for LVG

Wed 6<sup>th</sup>. Evening Meeting -tba

Sun 10<sup>th</sup> Herts Auto Show, Stanborough Park, W.G.C.

Fri 15<sup>th</sup> Beer & BBQ at Shuttleworth 17:00 – 20:00 free entry, no need to book.

Sun 17<sup>th</sup>. Sunday Lunch Time Meet – Cock at Broom

Sun 17<sup>th</sup> \*Standard Triumph Picnic, Walton Hall Hotel, Wellesbourne, Warwick. \*

Sun/Mon 24<sup>th</sup>–25<sup>th</sup> Festival of Motoring, Peterborough Arena.

Sun 31<sup>st</sup> Classic Car Show at Elveden, Suffolk

### June

Wed 3<sup>rd</sup>. Evening Meeting -tba

Sat 6<sup>th</sup> LGCCVCC Transport Picnic, Halls Green, Weston. 11am – 5pm

Tues 16<sup>th</sup> Visit to **Kelmarsh Hall & Gardens**, Northampton NN6 9LX

Fri 19<sup>th</sup> Beer & BBQ at Shuttleworth 17:00 – 20:00 free entry, no need to book

Sun 21<sup>st</sup>. Sunday Lunch Time Meet – Cock at Broom

### July

Wed 1<sup>st</sup>. Evening Meeting – Classics in the Walled Garden, Luton Hoo. 4pm – 9pm

Fri 3<sup>rd</sup> - Sun 5<sup>th</sup> Classic Le Man, France – contact Nick Theze for details

Sun 5<sup>th</sup> \*TRR Eastern Area 50<sup>th</sup> Anniversary BBQ, The Manger, Bradfield Combust, Bury St. Edmunds\*

**Mon 6<sup>th</sup> – Mon 13<sup>th</sup>. Dutch Tour including Dutch National Triumph Day in Doorn on 12<sup>th</sup> July**

Sun 12<sup>th</sup> Winslow Classic Run [www.winslowclassicrun.org](http://www.winslowclassicrun.org)

Sun 12<sup>th</sup> \*50 Years of the TR Register at British Motor Museum, Gaydon\*

Fri 17<sup>th</sup> Beer & BBQ at Shuttleworth 17:00 – 20:00 free entry, no need to book

**Wed 15<sup>th</sup>. SHINE & SHOW – Cock P.H. at Broom with special appearance of TS2**

Sat 18<sup>th</sup> Revs and Rhythms, Shefford SG17 5BU 3pm - dusk

**Sun 19<sup>th</sup> Sunday Lunch Time Meet – Cock at Broom**

Fri 31<sup>st</sup> July - Sun 2<sup>nd</sup> Aug. Silverstone Classic

## August

Sat-Sun 1<sup>st</sup>-2<sup>nd</sup> Silverstone Classic

Sun 2<sup>nd</sup> Helmingham Hall Classic and Super Car Day, Suffolk. \*TRR Eastern Area get together\*.

**Wed 5<sup>th</sup>. Evening Meeting -tba**

**Sun 9<sup>th</sup> Going Dutch Garden Party in Bromham courtesy of Tony and Barbara Bannard-Smith**

Fri 14<sup>th</sup> -Sun 16<sup>th</sup> \*Inter-Club Triumph Weekend at Stratford upon Avon (IWE)\*

**Sun 16<sup>th</sup>. Sunday Lunch Meet – Cock at Broom**

Sun 30<sup>th</sup> Little Gransden Air Show [www.littlegransdenairshow.co.uk](http://www.littlegransdenairshow.co.uk)

## September

**Wed 2<sup>nd</sup>. Evening Meeting -tba**

Fri 4<sup>th</sup> – Sun 6<sup>th</sup> – Zandvoort Historic Grand Prix, Holland

Sat 19<sup>th</sup> – Sun 20<sup>th</sup> Kop Hill Climb 110<sup>th</sup> anniversary

Sat 19<sup>th</sup> – Sun 20<sup>th</sup> Sywell Classic Pistons and Props <https://sywellclassic.co.uk>

**Sun 20<sup>th</sup> Sunday Lunch Time Meet – Cock at Broom**

Please contact Phil or Mike for more details of any of the events listed.

p.sanford051@btinternet.com 07919 037321

**RED = LVG organised**

**\* TRR or East Area organised**

mikealdridge@virginmedia.com 07847 585120

# Drive-it-Day



## Sunday 26 April

This is the day when every roadworthy Classic Car in the UK is expected to go out for a DRIVE ....for our enjoyment and also to show the public how much we care about **classic TR's** ! A smile and a wave makes everyone feel good.

Members of Lea Valley Group are invited for a social drive ....starting from the famous "**Silver Ball Café**" near Royston (following an advisory Bacon sandwich). Cars will depart at intervals, following a suggested "tulip style" route (which can be totally ignored ). We look forward to meeting up for a chat at the **Anglo-Saxon Village @ West Stowe**



*West Stowe .....one of England's great archaeological sites, including Museum, woodland walks, Café and plenty of car parking (@ £2) Admission: £6 adult and £4 concessions*

As we did last year, there will be an **Entry Form for this LVG suggested Social Run**, so please **Email : Chris Glasbey @ [chris.trunnioned@btinternet.com](mailto:chris.trunnioned@btinternet.com)** ...and I will send form to you.

*Further info, including arrival time at the Silver Ball will be sent to entrants approx. a week before the event. Pat and I have yet to plan the suggested route. Hope to see you there, Chris.*



## GROUP LEADER'S REPORT



2020 is now really under way. The LVG has already had a few events and you will know, if you've been paying attention, that there are dozens of events already lined up for you in the coming months. The 2019 AGM and 2020 Kick Off Lunch passed pretty well back in January. There has been some interest in the slideshow that was running during and after the lunch – if you want to have a look at it again have a look at the LVG page on Facebook. Luddites need to know that you don't have to broadcast all your personal details if all you want is to do is look at something. Even if you do register fully on Facebook, you don't have to broadcast all your personal details and you can always lie of course.

It was with regret that we allowed Pal Richardson to leave his role as Events Co-ordinator but then he has done that job for 24 years. So it was basically just good justice to allow him his escape. Now Paul is one of those people who believe TRs were built to be driven and enthusiastically as well, as is shown by what he's been doing for years in his TR4 and TR3a – probably the most photographed TR in the country. Paul is out in one or the other most weekends participating in a rally somewhere in the country. He will tell you that there is always an event going on not too far away and encourage you to have a go. Then you will properly enjoy your TR. The rallies are all straightforward navigation events with easy to follow route instructions often accompanied by masses of information about the areas through which you pass. Basically, if you can read English, then you can do the rallies. Specialist navigation rallies are quite different but well-advertised as such, especially if you do a Club Triumph rally. (CT is also known as 'the Club That Does' and with good reason). Club Triumph is very well known for one particular event held in alternate years, known as the round Britain Reliability Run. Current starting place is Knebworth following a designated route for breakfast at John O' Groats, then you set off for Breakfast at Land's End before returning to Knebworth for tea. Sounds good doesn't it? Just a simple matter of covering about 2000 miles, in 48 hours. It's not a race but a test of car reliability and driver endurance. Every car must have 2 or more drivers and is required to pass through a dozen or more check points within designated time windows, arranged to ensure nobody has to break speed limits to remain on schedule. You may be interested to know that one of our group, Tm Hunt, has successfully completed about 20 RBRs and all in the same TR4. This year he will be joined by two more LVGers who



will be attempting this endurance event for the first time. Phil Sanford and Mike Aldridge have purchased a Dolomite Sprint (in the correct Sprint colours of Inca yellow with black trim). Known as Kate this genuine one lady owner car has an impressively low mileage and is just about ready to go, having had the top half polished. I'm sure we will all be there at 6pm on Friday 2<sup>nd</sup> October at Knebworth to wave them off and cheer their return 48 hours later.



January saw the LVG trip to the RAF Museum at Hendon. Way back in the mid 1970's, when indeed I was serving in the RAF, I remember seeing the brown signs for the museum during the frequent trips Pat and I made down to Kent and wanting to have a look. But it took being a member of the LVG and a wait of nearly 5 decades before finally doing it. It certainly brought back a few deep memories to see at least a part of a Victor bomber, plus the Blue Steel, ALARM and Meteor weapons that I either serviced or, in the latter 2 cases, helped to design and test. The whole visit was very enjoyable indeed and was enjoyed by not only LVGers but also hangers on from the Camb Followers and North London groups plus of course Peter and Kate Hennel from the TSSC. I'm sure you will be reading a more comprehensive report on this trip elsewhere in this TRunnion.



FOR reasons I do not really understand, Communications between me and the Didcot office on membership updates has over recent months become less robust, such that I do not always know when new members to the TRR are allocated to the LVG, but I would like to say hello perhaps rather belatedly to Colin Moyle, James Basset, Stephen Austen, Mark Raphael and Ian Thorogood. I and all the other LVGers look forward to meeting you sometime soon at The Cock. The front page of TRunnion gives you all the meeting info you need.



At the same time as saying hello to new members, it is sad to say farewell to those who have been with us for many years. I refer now to John and Val Burningham. This lovely couple are actually Camb Followers but have previously been in the LVG and have certainly participated in a very high percentage of LVG events. They are in the process of moving to Holt in Norfolk, a very nice part of the country only 2 hours drive away. I am certain that I am not alone in hoping to see them around and about and in wishing them the very best of health and good fortune in the future.



Well that's it for the time being A little bit too much random rambling possibly. Here's hoping to see you all sometime soon.

*Pierre.*

# Concorde Lecture

By John Hutchinson FRAeS, FRIN

Presented by the North London Group and the Lea Valley Group of the TR Register

John Hutchison joined the Royal Air Force in 1955 and spent eight years in the service. He did a Squadron tour flying the Avro Shackleton in Singapore and then spent three years as a flying Instructor and Instrument Rating Examiner on the Jet Provost. He left the Royal Air Force in 1963 and joined Mc Alpine Aviation at Luton Airport. While there he flew a variety of light single and twin engined aircraft and was appointed Chief Pilot of Mc Alpines in his final year there

He joined British Airways in 1966 as a co pilot on the Boeing 707 and then transferred to the Boeing 747 in 1971. He gained his command on the VC10 in 1976. He joined the Concorde fleet in 1977 where he spent the next 15 years until retirement. During that time he became a Concorde Route Check Captain and a British selectors well as working for the BBC television as a Presenter of Airshow programmes. He was also closely involved in promoting the Concorde/QE2 packages and all other Cunard ships of the day

Since his retirement in 1992, he has worked as a consultant to the United States High Speed Research Programme and is a member of the Flight Operations Group of the Royal Aeronautical Society, He has regularly provided professional advice on aviation matters and has acted as an Expert Witness on many occasions in aviation related legal actions. He has continued to lecture about aviation on a wide variety of lines including Cunard, Fred Olsen, P&O, Seabourn, Hebridean, Saga, Cruise Maritime, Princess and Crystal.



He has delivered lectures to a variety of organisations and conferences around the world, ranging from Europe to the USA, Hong Kong, Australia, South Africa and New Zealand. He has spoken at

many corporate events in various venues including the House of Lords.

He is Past Master of the Honourable Company of Air Pilots of London and is a Fellow of both the Royal Aeronautical Society and the Royal Institute of Navigation.

He has flown over 70 different aircraft types and kept his hand in flying an Auster Aiglet which he shared with three friends until retiring from the syndicate a few years ago

Cost £5 per person, pay by BACs to reserve your seat in advance please

**When:** 29th April 2020

**Where:** Hitchin Market Theatre, Hitchin, SG5 1AE

**Contact -** [p.sanford051@btinternet.com](mailto:p.sanford051@btinternet.com)

**Time:** 7pm for 7.30pm start

Fly along with LVG ...  
contact Mike .....


Event

SHUTTLEWORTH








## VE Day Season Premier

Join LVG at the Shuttleworth Collection for their first air show of 2020 Season. We have secured group- parking for classic cars and a £2 reduction pp on the entry cost.

This is a pre-payment event only and if you wish to attend, respond to [mikealdrige@virginmedia.com](mailto:mikealdrige@virginmedia.com)  
Cost £23 per person under 16years free-entry.

# Sunday May 3rd

## Air show

Shuttleworth, Old Warden Aerodrome, Beds. SG18 9EP



“The best £10.00 I’ve ever spent” was one LVG member’s opinion of the Dambusters VR Experience during the group’s recent visit to the RAF Museum at Hendon on Tuesday 4<sup>th</sup> February. I think that fairly well sums up the general feeling of all the participants who took part in the virtual reality experience of being in Guy Gibson’s Lancaster as it took part in the famous raid on the Mohne Dam. It really was a great experience and very realistic, you could almost feel the tracer arcing towards you as you flew in on the bombing run. They certainly were very brave young men who flew those bombers night after night. I took the wireless operators position and found myself immersed in the raid. Flack and tracer were flying by me and I could feel the Lancaster banking round to begin its bombing. Then the repeat run-ins to draw the enemy fire from the other bombers on their runs. It finished with the successful breaching of the dam. It was all over far too quickly and I for one would have loved to had another go.

There was a group of 30 of us that visited the museum, we were joined by fellow TRR members from Cam Followers and NLG. Although it was a day car trip for most of us, Graham Teeson came in his TR4 and put the rest of us to shame!

We started the day with a quick cup of tea in the Sunderland Café, which is beside the huge Sunderland flying boat and then it was freestyle for the remainder of the visit with small groups drifting off in different directions. There are a huge variety of aircraft and artefacts on display covering over 100 years since the formation of the RAF. This is spread out over several halls and hangars. There is so much to see that it is difficult to get around it all in one day. Fortunately, entrance is free so you can go back as many times as you like.

One of the other highlights of the visit for me was standing under the bomb bay of the Vulcan Bomber, the vast size of the aircraft above you is awe inspiring, you realise how powerful the engines must have been to get that huge aircraft off the ground. For those of you that have been fortunate to see the Vulcan flying cannot fail to wonder how such a beautiful aeroplane could be used for such a destructive purpose.

As the immortal Biggles would say “it was a wizard show” and well worth a visit if you were unable to make it this time.

*Phil Sanford*



## The first right hand drive production Triumph Sports car

TS2 – This is the first right-hand drive production Triumph TR, completed along with its left-hand drive sister car TS1 at Standard Triumph's Banner Lane, Coventry plant on 22<sup>nd</sup> July 1953.

Both cars were finished in Pearl White with Geranium Pink hood and upholstery and both were in many respects hand built, as the production line had yet to be commissioned.

TS2 was then sent to Dublin for the Dublin Motor Show in late 1953. Following the Motor Show TS2 spent a few months as a demonstrator and was eventually sold in March 1954 to Dr Brendan O'Hara in County Offaly, Eire.

Dr O'Hara kept the car for many years and competed in many competitions with it. TS2 received the Irish registration number: IR 6360

In the early 1960's TS2 was re-registered in the UK and given registration number: 773 EWO which it still carries today. Throughout the 1960's TS2 was used for rallying where it suffered a certain amount of damage before ending up in Northern Ireland by the early 1970's.

The car came back to the Coventry area in 1976 when it was purchased by Keith Read, who was then motoring correspondent for the 'Coventry Evening Telegraph' newspaper. Keith commenced a full rebuild and the car was stripped, the body/chassis unit being partially restored. Unfortunately however, Keith could not finish the restoration and finally in a magnificent gesture, Keith donated this historic TR to the TR Register.

The TR Register undertook a professional restoration of TS2 with the help of TR Enterprises, this being completed in time for The Classic Motor Show at the NEC in April 2001. TS2 has many unique features not found on production TR2's which were preserved as part of the restoration. The TS2 Trust has been set up by the TR Register to ensure the car survives and is available for all to see and enjoy for years to come. It is not a museum exhibit and is used as it was intended.....to be driven and enjoyed.

The car goes to a lot of major shows and events that the TR Register attends throughout the year. In 2007 TS2 completed an epic journey of nearly 3000 miles with around 100 different drivers during the TR Register 'Group to Group Relay' visiting every TR Register Local Group within the UK. In 2010 TS2 was entered and completed the 'Round Britain Reliability Run'. With 2013 being the cars 60<sup>th</sup> Anniversary The TR Register has plans to showcase TS2 at various events like STAR 90, SPA Classic, 60<sup>th</sup> Anniversary of 'Jabbekke' in Belgium, TR Register International Weekend, Classic Motor Show. **Moving on to 2020 and TS2 will be touring the UK again ....including a special visit to the LVG SHINE & SHOW ....**





## *The Matherings of Mancer*

Not much happening with my TR at moment, so I will digress with some more irrelevant space-filling ramblings for this issue (skip to the next page if you can't bear to look).

Here in Welwyn, we have a group of gentlemen who are known as the Welwyn Jolly Boys (boys?) – I became aware of them only recently at a village film night, as one of the films showed their 2019 summer holiday. Now, if I remind you that, 60 years prior in 1959, saw the launch of the Mini, and 50 years prior in 1969, "The Italian Job" film appeared, you might see where this is going. Yes, they bought three old Minis, had them rebuilt to Mk.1 Mini spec. and resprayed red / white / blue, then bought a coach, stripped out the seats and fitted rear doors – although they did stop short of getting a van and blowing the bl\*\*dy doors off! As you can imagine, all this took some considerable time to prepare, but last summer they set off on a spectacular holiday tour through the Alps to Turin, where they even managed to drive onto the roof of the old Fiat factory, as per the 1969 film. Eventually they "escaped" from Italy back over the Swiss border, with just a few parking fines for the coach as a memento (no one is admitting if they brought back the gold bullion). Nothing to do with TR's I know, but a great way to use classic cars and show the flag.

The things you see – there I was, sitting in the Aldi car park in Welwyn Garden City, when this strange vehicle drove by – sadly I didn't have a camera with me (not enough boiler pressure on the mobile phone), so I'll have to try and describe it. I can only say it looked like a mini-Jaguar Mk.2 – however it was a convertible, with a high windscreen to give height to the hood, running on 12-inch wheels or similar, with a very realistic looking front end, complete with Jag grille and badge – but the car looked about three-quarters the size of a proper Mk.2 saloon, unless my eyes deceived me. Presumably a kit car of some sort – anybody have an idea what it was?

Back to sanity and TR matters – I was very chuffed to be offered a chance to navigate for our esteemed Editor on the Falcon Classic Tour in June - sadly I had to decline the offer, as we will be in a rather different area on the day (somewhere between Sydney and Brisbane!). However, as I said to Chris, I haven't navigated for years, as I usually have Sue or some other poor soul in the 4A's hot seat, so there would have been a very good chance that I would have confused left and right and



strayed miles off route, and we would have arrived in Treacle Bumstead or somewhere equally irrelevant – best to let retired navigators stay that way I think – but thanks for the offer, Chris.

I have said before that my ability and enthusiasm for getting my hands dirty on the TR is limited nowadays (so I'll never win the Bright Spark Trophy). Therefore I have had an initial visit to JB Sports Engineering in Welwyn Garden City, to discuss potential work to be carried out on my 4A before the season gets under way. Following Mike Aldridge's unfortunate experience on the way to the Bootleg Christmas Lunch, I think a new radiator or a refurb. of the old original one might have to be in order – don't want any problems with waterworks in old age (the car of course). Anyway, it appears that there might be at least a couple of other TR's visiting JB for attention in the future, judging by interest shown – I'll give an update when my car has been looked at.

Incidentally, when I visited JB, they had the literally bare chassis of the Cooper Monaco awaiting the installation of engine / gearbox / suspension etc. – what struck me was the apparent frailty of the chassis frame, when you consider that a 4.7 litre Ford V8 was about to be dropped in. 1960's vintage Coopers were rather more robust than Lotus (Lotuses? Loti?) of the same period – Lotus of course means **Lots Of Trouble Usually Serious** – TVR was **Totally Variable Results** – MGB equals **Mouldy Garbage Bucket** - but TR of course stands for **Totally Reliable** (well, we can but hope).

*Pete Muncer*



Knebworth 1984 !

## **Preface**

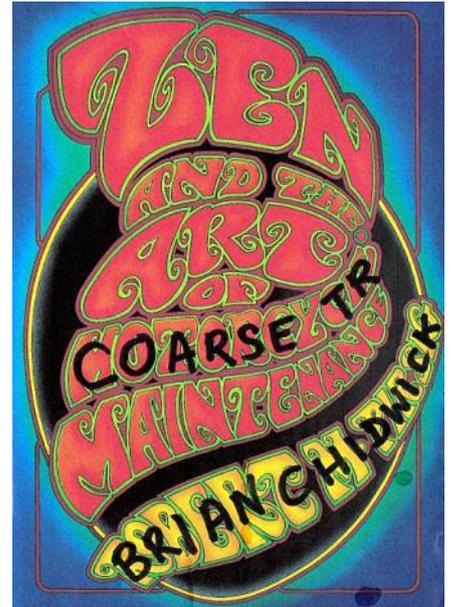
Having vacated the TRunion Editorial hot-seat, I decided to begin writing an occasional series of articles describing some of my own amateur attempts to maintain my own TRs. I originally thought of calling it '*The Art of Coarse TR Maintenance - Forty Years On*'. Pierre may well recognise the significance of the '*Forty Years On*' part but only those who have been in the TR Register for a few decades are likely to remember various magazine and newsletter articles describing how to keep a TR on the road with minimal tools, skills or facilities. Some of us are still doing so and although we may have slightly more extensive toolkits and no longer have to work on cars at the roadside, the principles remain the same and big hammers, chisels, Mole-grips, etc are still indispensable. If you don't understand the significance of the title, then see Chapter 1 in TRunion #20176 (Nov/Dec 2017) available on the LVG website.

## **Chapter 3 - Hubble Bubble, Apron TRouble**

Seeing Mike Aldridge's report in TRunion #20196 on the work done by LA Paintworks on his TR5 served as a timely reminder that I started this article almost a year ago but was rudely interrupted! Following recommendations by Mike and Pierre, I took my TR3A to LA Paintworks in February last year after the rear apron broke out in blisters...However, a bit of background first.

When I bought this car in 1977, it had already had a hard life, probably with some competition use judging from the evidence of minor chassis damage. Although it drove well enough, it had its fair share of rust in the body panels and a Mick Dolphin fibreglass rear apron. Replacement steel panels were almost impossible to find at an affordable price, given that the car only cost £875, so when Cox & Buckles decided to start manufacturing small batches of steel panels I began to collect what I needed. I believe these panels were hand-made in limited numbers by Pete Buckles' father-in-law using an English Wheel (for a description of how this works see <http://www.justinbaker.co.uk>). As a regular visitor to Pete's London base, I was often fortunate to have the pick of each batch so was able to choose the ones with least ripples! By 1980 I had acquired rear quarter ('dog-leg') panels, inner and outer sills, floors and a rear apron and had them fitted by an old-school body-shop in Letchworth who did an excellent job at a very reasonable price. Those who are familiar with the nether regions of side-screen cars will be aware that there are seven closing panels which make up a box section between the bottom of the rear apron and the boot floor. We were less enlightened back then and no closing panels had been fitted when the fibreglass apron was fitted by a previous owner, so the new apron also went on without these tricky pieces. In retrospect, this may have been a good thing as a year or so after the fitting and respray, a lady in a Vauxhall Viva forgot to brake and ran into the rear whilst I was stationary at a junction. The subsequent repairs would have been considerably more complex if the box-section had been present and the car was soon looking good again and back in daily use.

Fast-forward to 2005-7 and after a lengthy period off the road, the car was rebuilt and although all the floors and sills had to be replaced, the



rear apron was reused, this time with the seven closing panels. By 2016 and 35,000 miles of all-weather year-round use, snow, salt and loose gravel had taken its toll, resulting in more new floors and sills, plus repairs to most of the lower panel areas. There were also a few warning signs of potential paint problems on a rear wing attachment point and a few tiny paint blisters on the rear apron which looked simple enough to deal with at home. Some people never learn do they? We were doing so many tours and using the car virtually as a daily driver that it stayed on my infamous '*round tuit*' list and by the time I realised that the bubbles were erupting and looking more serious I felt that the remedy was beyond my '*coarse TR maintenance*' capabilities and it was time to call in the professionals again.

[Before LA Photos]

I took the car to a few local body-shops and was offered several different solutions but a significant factor in the choice was colour matching the repairs to adjacent panels without major repainting. Having had a lengthy discussion and a tour of the premises to see work in progress on a wide range of vehicles, including classics, commercials and modern supercars, I decided to follow the examples of Mike and Pierre and booked it in to LA Paintworks.

[LA Photos]

Whilst the wing bracket area just required a simple patch, the apron rot had spread into the joint with the rear wing so the rear and lower wing bolts were removed to release the wing enough to clean and repair the flange. As there was also evidence of some rust on the left-hand end of the apron, LA checked the price of a replacement apron. Current price of £780 is exactly 12 times the price I paid for mine in 1979 and almost as much as the original price of the car a couple of years earlier! Fortunately, the damaged areas were sufficiently localised to make it considerably cheaper to patch. The labour to replace the apron would also probably have been astronomical as with the dreaded closing panels this is one of the most difficult and labour intensive jobs on a TR2-3B body. As you can see from the photos, patching was relatively straightforward although way beyond my skills. However, the majority of the work was in preparing and painting the repaired areas and part-painting adjacent panels to match. I'm sure that choosing a paint specialist for this job was the best decision I could have made and I wouldn't hesitate to use LA Paintworks again, but hopefully not too soon as plenty of wax has been injected!

### Epilogue

**WARNING** - The following views may offend the sensibilities of members who have greater concern for originality and aesthetics, but I hope it may stimulate some correspondence via TRunion for our esteemed Editor.

Now, you may think is article is not technically about '*coarse TR maintenance*', but the whole experience and recollections of fibreglass panels set me thinking about how times have changed and perhaps not necessarily for the better for some of us. I bought my first TR3A in 1972 and one of the many previous owners had fitted fibreglass front wings and apron from Honeybourne Mouldings. Although this company still manufactures TR panels, I doubt they are as heavy-duty as those earlier ones. Not only were they considerably thicker than many

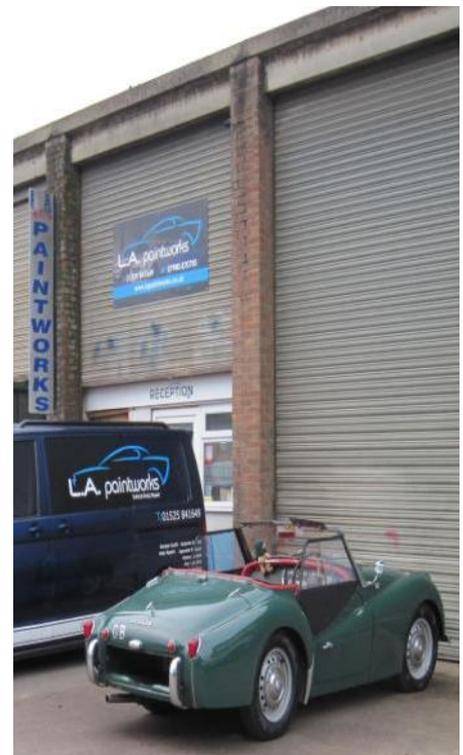


of the fibreglass panels used by the racers of the day, but the lower front wing areas had also been strengthened with 3 or 4 welding rods glassed-in vertically. This made them as rigid as original steel panels and almost as strong, so that apart from noticing there was no return flange on the wheel arch, the only way anyone would know they were fibreglass would be to use a magnet! The fibreglass apron was handy as it was still much lighter than a steel apron so I removed all the side bolts leaving it hinged at the base in the centre below the starting-handle guide and used a couple of bolts and wing-nuts through the ends of the square valance tie-member at the top. Though I say it myself, this proved to be a stroke of genius and saved so much time and effort when replacing timing chains, fan-belts, radiators, hoses, etc. I have since seen some very impressive modifications to hinge the steel apron in a rather more professional way, including one referred to as a clam-shell apron and more recently a method by a TR Forum member to simplify front access, details of which I forget but are doubtless still available on the Forum.

The obvious benefit of fibreglass panels is that they don't rust and are easily repaired if damaged (by a third party of course). Whilst fibreglass mat, aluminium mesh and plastic filler were readily available for DIY bodywork repairs, I always considered their use to repair rust damage as a little too coarse for a TR. It was far more satisfying to cut out the rust and make a steel repair plate to fit the hole, pretty much as the professionals do, but with no welding equipment I fitted many small repair plates inside the hole with Araldite or Plastic Padding and done carefully only a thin skim of filler was needed on the outside. Repairs done this way lasted for many years and usually passed the magnet test. I'm pleased to say that although that car is no more, all the fibreglass panels were bought by a well-known TRR member for a TR3 Beta replica/tribute project.

All of these reminiscences have made me wonder whether we get as much pleasure out of our TRs nowadays when most of the cars are close to concours standard and far more valuable than when we used them to go to work every day and for fun at the weekends, whether working on them just to keep them running or for motor sport and club events. I recently helped a friend purchase a time-warp TR2 which had been in one family for most of its life. This was neither an immaculately preserved car nor a barn-find restoration project, but it was a runner with a string of MOTs, although rarely used in recent years and it drove extremely well. However, what made it particularly interesting to me were the various minor modifications made by the previous owner over the years simply to keep the car on the road and to suit his own preferences. Whilst one or two of these modifications were a little strange, the car is a surviving example of the type of TR we all had back in the 60s and 70s and I would have loved to buy it myself to just run and continue its '*coarse TR maintenance*' lifestyle. If I were to rebuild a TR now, I would almost certainly do so using fibreglass panels and not worry too much about originality or perfect paintwork, although nowadays I would draw the line at painting it with Hammerite, lining the boot with fibreglass or having the floor armour-plated, just some of the indignities inflicted on my first TR!

*Brian Chidwick*



## **TS2 at Shine & Show - Wednesday 15th July 2020**

Early plans are in place for the fourth Shine and Show staged by the LVG. A star exhibit will be the TS2 car, the first ever right hand drive TR, that will be in LVG possession for several days offering LVG members the chance of driving this historic car. For those not already aware of the significance of the car I have included a brief "History of TR2" below.

Following a suggestion from Phil Sanford last year about acquiring TS2 as an added attraction for the next Shine & Show, the committee agreed and I made a provisional booking which has now been confirmed. TS2 is booked for 13th-17th July so we will have a few days to enjoy it either side of the Shine & Show. This will be the third time LVG has hosted TS2, the first being in 2007 as reported by Pete Muncer in TRunnion #20074:

### ***PETE'S PONDERINGS***

*Well at least I can say that I've actually sat in TS2, the second TR ever built, during its' sojourn with Lea Valley Group. However, those experienced "pilotes des sidescreens", Messrs. Paul Richardson and Phil Titchner, were entrusted with the driving, from the show at Stockwood Park on June 10th, and delivery of the car to Nene Valley Group the following day. Apart from a blowing exhaust manifold gasket, all was well with the car, and its' journey around the U.K. groups was due to be completed at Great Malvern at the TR International, of which more later.*

Unfortunately, due to circumstances beyond my control, I missed out that time, but certainly made up for it when we had it again in 2013. See my report and a few photos in TRunnion #20134 "TS2 Weekend (Letchworth Picnic and Stockwood Park)" and Jon Marshall's article "TR4/4A Registrar Discovers The Joys Of Sidescreen Driving" at [https://www.tr-register.co.uk/uploads/2016/04/16/Trunnion-20134\\_trweb.pd](https://www.tr-register.co.uk/uploads/2016/04/16/Trunnion-20134_trweb.pd).

Last time we had to collect TS2 from the Didcot office and return it afterwards so Paul Richardson, Graham Wade, Jon Marshall and I all had the opportunity to drive it. This year the car will be on a TR Register 50th Anniversary tour around the regional groups, so we have to arrange collection and delivery with the groups that will have it before and after us. Mike Aldridge is currently liaising with David Soloman, Paul (Cat) Tunnadine and Dave Worne to agree the handover times and locations but we will require some assistance from LVG members when the time comes.

If you would be able to help in any way during the collection and delivery phases, please email me and I will send details as soon as I have them. There will also be opportunities for members to have a brief drive in the car whilst we have it, subject to satisfactory completion of a Driver's Declaration form. In particular, if, like many of our newer members, you have never experienced a sidescreen TR, especially an early TR2, I would strongly recommend that you arrange a drive or perhaps just a passenger ride. You may be pleasantly surprised!

*Brian Chidwick*



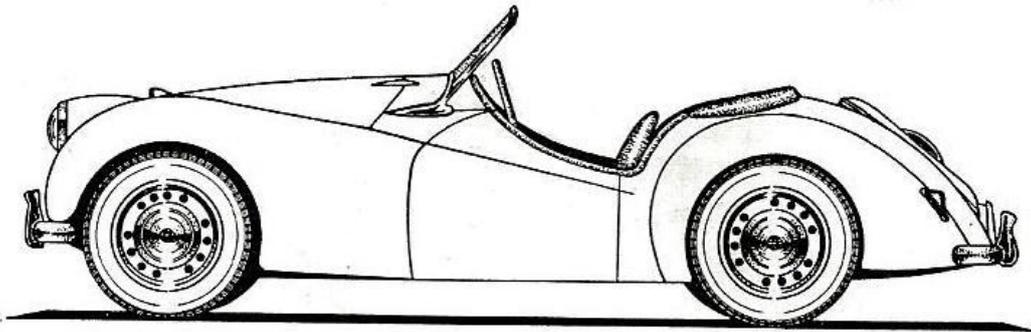
Pics from 2013 ....



About 20 years ago, a friend gave me an old motor manual which he had stumbled across at an autojumble. The pages are covered in oily fingerprints (many of which I have erased).

I acknowledge the author, Mr.P.Olyslager ....and I am sure he won't mind reproducing parts of his 1962 publication. The information is after all from Triumph and about the early TRs .....

Enjoy the figures ..... **TR2 is quicker than TR3 !**



**Fig. 5. Two-door, two-passenger Roadster 1952, model 20 SR**

1952. 2-Litre Sports	Basic £555	Including PT £864 16 8
----------------------	---------------	---------------------------

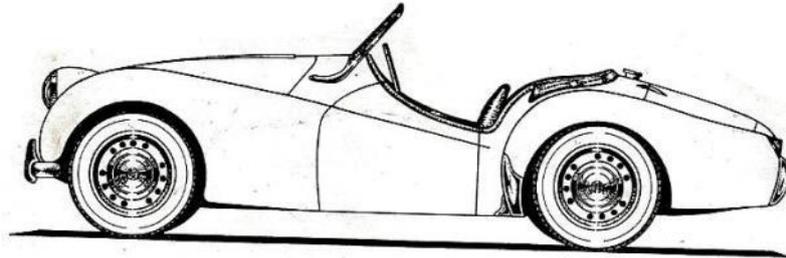


Fig. 6. Two-door, two-passenger Roadster, model TR2

		Basic	Including PT
April 1953.	TR 2	£555	£787 7 6
January 1954.	TR 2	£595	£844 0 10
May 1954.	TR 2	£625	£886 10 10
November 1954.	TR 2 Hardtop	£670	£950 5 10
Heater			£10 0 0
Overdrive			£40 0 0
Leather upholstery			£12 0 0

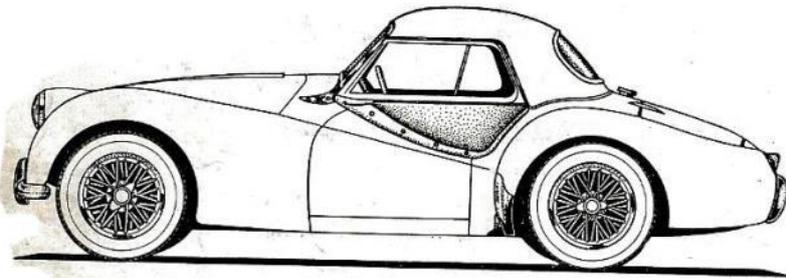


Fig. 7. Two-door, two-passenger Hardtop coupé, model TR 3

		Basic	Including PT
October 1955.	TR 2	£625	£938 17 0
	TR 2 Hardtop	£670	£1006 7 0
	TR 3	£650	£976 7 0
	TR 3 Hardtop	£695	£1043 17 0
May 1956.	TR 3	£680	£1021 7 0
	TR 3 Hardtop	£725	£1084 7 0

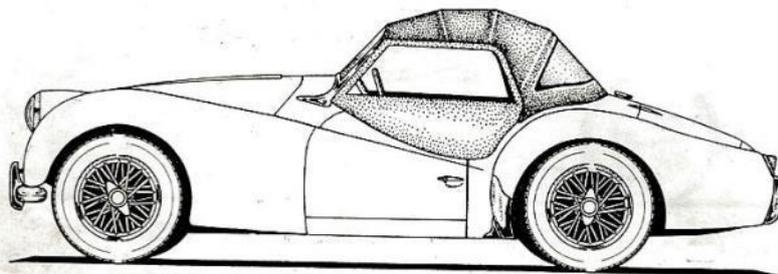


Fig. 8. Two-door, two-passenger Roadster, model TR 3A

	Basic	Including PT
October 1956. TR 3	£680	£1021 7 0
TR 3 Hardtop	£715	£1073 17 0
January 1958. TR 3 A	£699	£991 7 6
TR 3 A Hardtop	£734	£1040 19 2
June 1961. TR 3 A	£699	£991 7 6
TR 3 A Hardtop	£734	£1040 19 2
August 1961. TR 3 A	£699	£1020 7 9
TR 3 A Hardtop	£734	£1071 8 7

### INSTRUMENTS AND CONTROLS

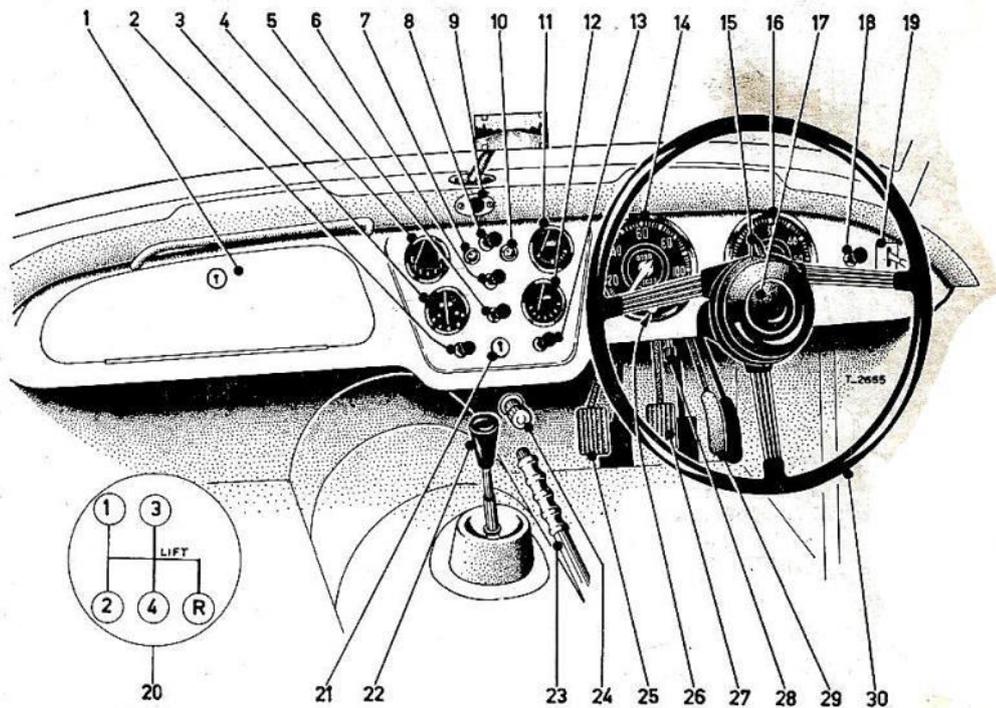


Fig. 9. Instruments and controls, right-hand drive

*Key to Figs. 9 and 10*

- |  |   |
|--|---|
| 1 Glove box. The glove box can be locked with the ignition key   | 8 Instrument panel light switch. Turning the knob clockwise will dim the illumination progressively |
| 2 Starter switch   | 9 Vent control knob   |
| 3 Ammeter  | 10 Direction indicator warning light  |
| 4 Fuel gauge   | 11 Oil pressure gauge. Mean oil pressure: 70 lb/sq in   |
| 5 Light switch. Pull to switch on side lights. Turn clockwise and pull again to switch on head lights. | 12 Water temperature gauge. Normal temperature 185° F (85°C)  |
| 6 Windscreen wipers  | 13 Choke control  |
| 7 Ignition/generator warning light (red).  | 14 Speedometer with trip and distance recorder  |

## ROAD TEST

	TR 2	TR 3		
(1) <b>Maximum speed:</b>	107 mph	104 mph		
(2) <b>Cruising speed in top gear:</b>	80 mph	80 mph		
Cruising speed in overdrive	90 mph	90 mph		
(3) <b>Cruising range:</b> when touring, approx 410 miles		approx 360 miles		
(4) <b>Speed in gears:</b> (mph)				
1st gear	22-29	20-26		
2nd gear	40-50	35-45		
2nd gear overdrive	50-61	45-55		
3rd gear	60-76	55-68		
3rd gear overdrive	75-92	65-83		
Top gear	80-100	80-100		
Top gear overdrive	90-100	90-100		
(5) <b>Acceleration times:</b> (sec)				
through gears				
0-30 mph	3.6	3.8		
0-40 mph	5.8	6.0		
0-50 mph	8.1	8.5		
0-60 mph	11.9	12.4		
0-70 mph	15.8	16.7		
0-80 mph	22.1	23.5		
0-90 mph	30.5	32.0		
	<i>Top gear</i>	<i>Overdrive</i>	<i>Top gear</i>	<i>Overdrive</i>
10-30 mph	9.4	—	9.4	—
20-40 mph	9.3	12.1	9.2	11.8
30-50 mph	9.3	12.3	9.3	12.0
40-60 mph	9.5	12.8	9.5	12.7
50-70 mph	10.4	14.5	10.6	14.9
60-80 mph	11.4	16.7	11.9	17.4
70-90 mph	14.5	22.1	15.2	23.2
Standing quarter mile		18.1	18.6	