



The

TRunnion

Communicating with Lea Valley Group and the world

Stay safely at Home with your TR 20203 APRIL

Editor: Chris Glasbey.

E: chris.trunnioned@btinternet.com

Monthly .



Letters, articles, photos ...please send as Attachments ...not in your email. Thank you.



Photos: Alison Payne

TReditorial

We are living in strange times at present. I started the TR3A this week (for the first time in 5 weeks) and she fired up after three attempts (in winter it can take 8 or 9 before the Weber 45s spit into life). Immediately settling into a smooth idle, I then drove her out of the garage, onto the driveway and back into the garage. Repeating this many times and lifting the revs a few times before idling down and turning off the ignition after 15 minutes. This is usually my ritual for the winter months when salt is on the roads. Now it is to be the pattern I will adopt every few weeks until life is able to one day return to near normal ?! I don't believe we should be seen on the road enjoying a classic car drive at this time. The most daunting task for me is the trip to the supermarket every 10 days. Similar to driving on a highway, I pushed the trolley into the store, leaving a social distance between me and the slow moving couple in front, as we entered the store a woman approached from the side and jumped in front of me! All this has nothing to do with Trunnion which for this issue has been **driven by a need to support the TR family** .

You will read editorial from TR specialists that we support locally plus others I know well and just wanted to check they are also OK. I am pleased to hear that they are all keeping busy behind those closed doors. I just wanted to also here from my favourite classic car magazine and I think you will enjoy reading the OCTANE message from Mark Dixon.

Life will never be the same again and I can imagine hand washing before greeting anyone for years to come ?!

Take care, stay at homeand prepare your TR for the days when we will meet again.

Chris.

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We will be back at our H.Q. The Cock Inn at Broom

.....just as soon as life gets back to normal ! Our Events Team have already promised that the first few WEDNESDAY evening meetings will be at The Cock Inngiving our full support to Nick, Michelle and the team. Good ales and great food ...we all look forward to seeing you sometime soon
Meanwhile, a few photos from happier times, courtesy of Mike Aldridge :-



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Meetings Venue Unless otherwise specified, all group lunchtime meetings are on **third** Sun- day 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.

OUT OF ORDER

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 : brianc.trlvg@btinternet.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

Revised Event Dates ??

There is no certainty as to when we will get back to normal but there are a couple of events that have been rescheduled which you may like to make a note of :

Fri 7—Sun 9 August : Practical Classics Restoration Show at the NEC. If you have already bought tickets for this show, they will be valid for any of the days.

Sunday 20 September : Standard Triumph Picnic at the Mercure Walton Hall Hotel, Warwickshire CV35 9HG. We hope to organise a group drive there and picnic in the grounds of the hotel. Facilities should be better at this venue than the previous one.

We will keep you posted at regular intervals when we get revised dates for other shows and events

LVG Events Team

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Here is a link to the TR Register FORUM ..and the way to Register / use it !

<https://www.tr-register.co.uk/article/2020/03/0225/How-to-sign-up-to-the-TR-Register-Forum>



The Matteringings of Mancer

"Coarse TR Maintenance" - I have never thought of Brian Chidwick as being particularly coarse, but the article in the last issue of TRunnion had me wondering - I suppose I should really ask Lynda for her thoughts?

Anyway, Brian's comments regarding the more limited use nowadays of TR's close to concours standard, raised the whole subject in my mind again. It is well known by now in LVG, that my enthusiasm for concours events is limited to say the least. I think this stems from an experience at the International Weekend at Malvern some years ago - a TR arrived on a trailer, was carefully unloaded, and then DRIVEN no less than 50 yards (shock! horror!) to the display hall (wait - it's gets better - or worse). Once safely inside the hall, the proud owner then started cleaning the INSIDE of the exhaust tail pipes - at which point I needed to retire to the beer tent to restore my equilibrium.

I think we all admire a well turned out car, but I do wonder if some of these concours queens ever get a good blast down a nice twisty B-road? Of course, there are those in the classic fraternity who manage to take part in tours with immaculate cars in concours condition (at the start anyway), and more power to their (polishing) elbow. My TR4A never has been a concours contender (at least not in the 26 years of my ownership), as I prefer using it rather than polishing it, although I must admit that my annual mileage is less than it used to be (especially this year by the look of it). At this point no doubt someone will ask whose car was awarded the Best Rolling Restoration at the first ever Shine & Show Evening - I still think I was stitched up.

Messrs. Aldridge and Sanford are going to their put recently acquired Dolomite Sprint to some extensive use in October, on the Club Triumph Round Britain Reliability Run - just a mere 2000 miles in 48 hours. I think I would be more worried about my own reliability rather than the car if I did the Run - last time I experienced that sort of endurance event was in the RAC Rally when I was a trifle younger (OK, a lot younger). Anyway, I really must make an effort this year to go and see Mike and Phil off at the Knebworth House start (and Tim Hunt's TR4 - 20-plus RBRR's already and coming back for more) - mind you, that will mean a 10-mile round trip or more from home - better clean the exhaust pipes afterwards.

I don't usually watch "Car S.O.S", a series which shows various classic cars being restored, very often starting from a "serious state of disrepair" (i.e. completely knackered). However, recently I caught an episode on the More4 channel first shown about a year ago, featuring a TR4. I wonder if this car might ever have been restored if the TV company had not been paying the bill (I assume they were anyway) - the chassis was twisted, engine seized, transmission u/s, rust everywhere, and 30 years-worth of rats' poo in the cockpit (the car had to be fumigated first!) - it was the worst "basket case" attempted in the series to that point. Among the various experts called in to tackle the project were TRGB, who managed to de-twist the chassis on their chassis jig - they also rebuilt the engine. Anyway, the finished car looked and sounded superb, and was re-united with its' unsuspecting owner (who knew nothing about the restoration project as per normal routine with this show) at Bruntingthorpe in front of the TV cameras. This

episode presumably was filmed in 2018, and sadly the car's owner recently passed away – but it is good to know that he saw the car restored and drove it briefly, and now there is a very smart white TR4 (1848 WK) back in action.

The Covid-19 virus saga is having a major impact on all aspects of our lives, including inevitably the classic car world and our activities in LVG. The CACCC Springing Up Tour was due to take place at the end of April, and the run back home to Hertfordshire would have been on Drive It Day . Anyway, the tour has been postponed to September, so it will be the Falling Down Tour instead, but still based at the South Lawn Hotel in Milford-on-Sea – we are hoping that affairs will be back to normal by then. At the moment we are hoping also to run Tibbles Tour on June 28th, but that might be a trifle optimistic, so watch this space. One positive aspect of the situation is that the media are no longer wittering on and on about the after effects of Brexit!

On a personal note, our trip to Oz in June clearly is a non-starter, but we may be able to reschedule our flights for later in the year or early 2021.

So (sorry Pierre), like most people we are occupying ourselves at home with various DIY / decorating / garden projects – I have just done some tree-logging and feel much better for it, thank you. Thoughts of any TR activity are on the back-burner for the moment, but at least I will start up the 4A and let it tick over on the drive (it keeps the neighbours happy). Although driving your everyday car is not noticeable, I suppose driving around in TR's and classic cars in general is going to make some sort of statement to the general public ("never mind the virus, I'm still enjoying myself"). Should we be locking down our TR's as well as ourselves? Answers please, to the Editor for the next issue.

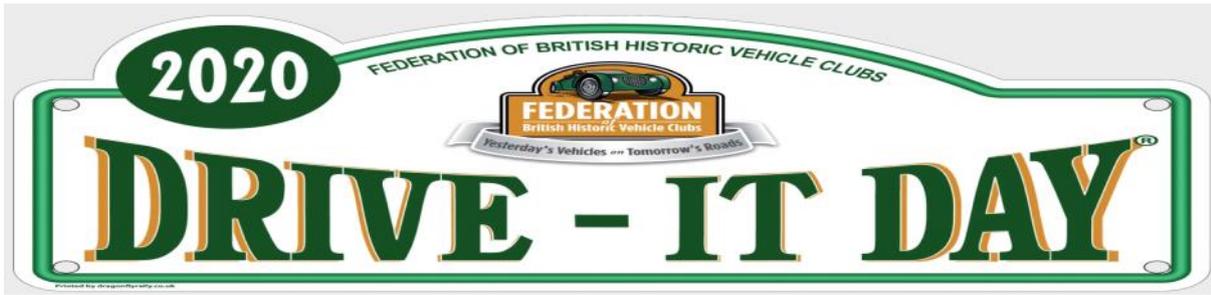
In the meantime keep safe and well (I have a theory that Irish whiskey in particular is a very good anti-virus potion – I intend to test the theory over the next few weeks).

Pete Muncer



A selection of photos by Alison Payne Cars on Ramps at Robsport





Members

Despite the current difficulties we were hopeful that Drive it Day would still go ahead, but unfortunately this year's event has been officially cancelled.

<https://www.tr-register.co.uk/article/2020/03/0224/Federation-of-British-Historic-Vehicle-Clubs-updated-statement-on-Drive-it-Day-2020>

HOWEVER, see below for what LVG will be doing on Sunday 26th April.

Before you read the proposal, it is worth outlining the origins of DiD. The first event took place in 2005 and is now held annually (on a Sunday), as close to 23rd April as possible. The reason being, DiD is held to commemorate the "1900 One Thousand Mile Trial", organised by the Automobile Club and held from 23rd April to 12th May 1900. 83 entries were due to leave Grosvenor Place, London, although only 65 actually started to complete the 1000 miles. By Edinburgh only 51 were still running, with 35 actually making it back to London.

LVG Drive it Day Sunday 26th April 2020.

As it is advised that we do not go out for a drive in our cars, we are proposing a variation on a theme. Instead of driving your TR, we want you to get someone to take a photo of you and your car on the 26th and to either email it to p.sanford051@btinternet.com or post it on the LVG TRs WhatsApp group. It does not matter if your car is in the garage, or still undergoing restoration, or just sitting on your drive, anything goes. If you can include a little bit of information about you and your car, so much the better. Details of the year of manufacture and how long you have owned it would be great. Also include your name. We will then collate them together into a montage and send it out to all those who have taken part.

This is a really good opportunity for the LVG to come together and keep the group engaged whilst we are not able to get out and about in our cars, so please do your best to support this project.

We look forward to seeing your photos, happy snapping,

LVG Events Team

Hi Chris,

I was reading the latest Trunnion when I read in Pete Muncer's article that he saw the small 'Jaguar Mk2'. I would say that it was a Mitsuoka Viewt (a what????) which is based on the Nissan Micra. There are a few about, most are saloons but a few are convertibles. Picture attached (sorry it's small).

It's probably the best thing to do with a Micra, apart perhaps from grass track racing them as they have taken over where the old 'proper' Mini used to be....

There is also a Micra-based copy of the old BMC 1100... hmmm... and that Nissan Figaro thing.

I don't have Pete's contact address so perhaps you could put him out of his misery and assure him that his eyes were not deceiving him.

Thanks.

Regards,

Brian West.



Beware article about model railways follows





Robsport's ducks don't seem to have noticed much of a change, although with no customers coming in and out they do wander around the yard a bit more !



Big Johnwe have managed to isolate him in the packing bay to keep our worldwide mail side flowing smoothly, or at least no more erratic than normal!

Difficult to isolate someone so large ..but we have managed !



Ben and Grahamkeeping their distance is not a problem for them. They are like a married couple who have had a row, shouting at each other across the workshop, only getting remotely near to each other to bleed the brakes or clutch !



Signage outside to keep people out. You'd be amazed that people still open the gate and walk in.....what don't they get about the virus ??!



Yard is clearing out as we catch up with the jobs, 10 weeks work still here though.

Robsport International Ltd.

T: 01763—262263

E: enquiries@robsport.co.uk



Hi Chris, thanks for the free plug, we need it !

Here at TRGB we are operating on much reduced staff. Some of the workshop guys are back next week - but all working in separate units !

With the shop shut we are depending on mail order

Rob and Steve are keeping about 4 meters apart as you can see !

We are all sticking to our own workstations, own phones, **and shock horror .. GARY has had to get the spanners out !!!**

We are delivering cars at a special price, or if collected, it is strictly all via email and phonewith the car in the car park. Sorry, NO ONE in the shop !

It all HAS to be taken seriously.

Thank you all for your continued support, PLEASE BUY STUFF !!

We will always do the very best price we can and will continue to answer any technical enquiries

Kind regards,

Gary Bates

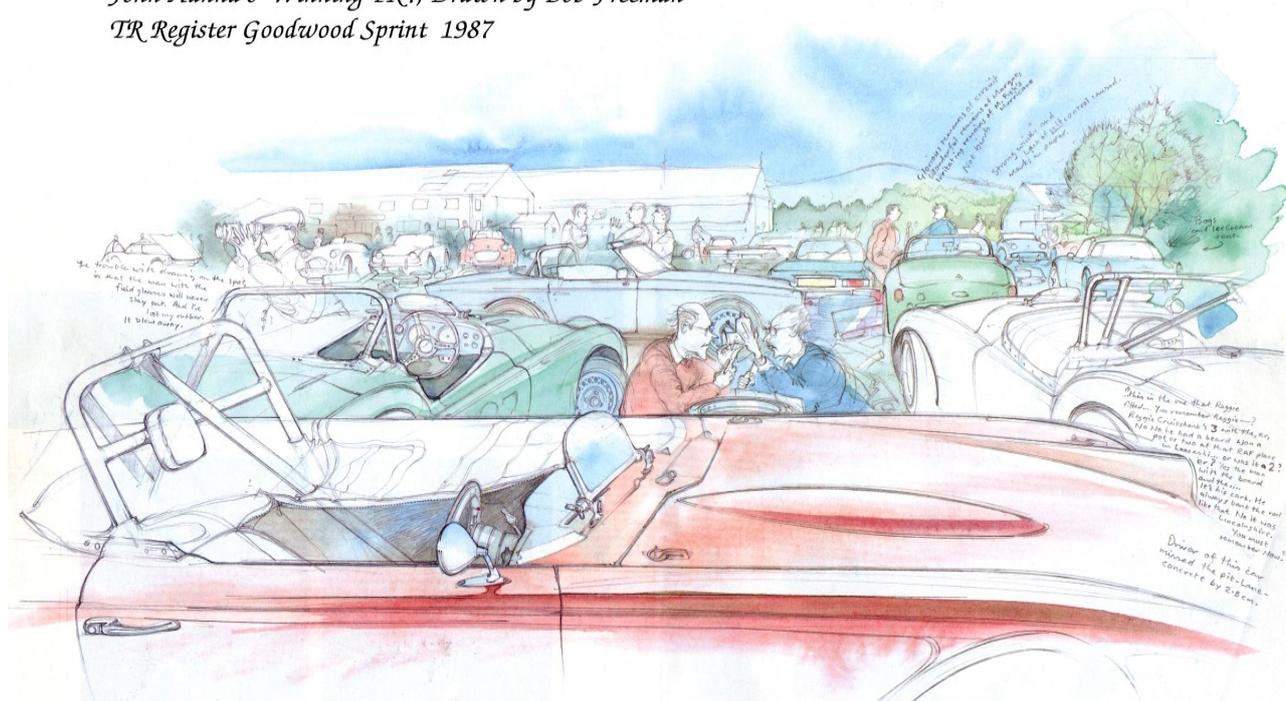


TR GB

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E: sales@trgb.co.uk

*John Hanna's Winning TR4, Drawn by Bob Freeman
TR Register Goodwood Sprint 1987*



It was the annual TR Register sprint at Goodwood in 1987. The event was due to be held on a Sunday in September and the great storm hit a few days before, on the Thursday. Knowing the devastation in that part of the world caused by the storm, I expected it to be cancelled. However, a phone call from the organisers on Saturday confirmed it was on and provided details of the only route cleared to reach the circuit.

Early on a crisp Sunday morning, I set off in the TR4 on aero screens, big ends knocking. I doubted it would last the journey but it did, in fact feeling more powerful than ever. A highlight of the journey was stopping at a viewpoint on the South Downs to see tens of thousands of trees flattened like matchsticks on the hillsides as far as the eye could see.

The event went well for me and I traded places with a TR6 powered Vitesse for class honours. On my last run I knew I had done enough and at the end of the lap pulling into the paddock, which required a 180 degree turn, I handbrake turned it in. I was well practiced at it but got it very wrong on this occasion. The car only went round 90 degrees projecting me straight for the pit lane wall. I stood on the anchors and stopped just about kissing the bricks. A chap sitting on the wall directly in front of me gave me a big smile. Fortunately, my helmet covered my embarrassment.

The event was surreal, with smashed up aircraft littering the circuit having been blown around by the hurricane. Adequate warning would have enabled them to be flown to safety or at least securely anchored down.

Roll forward a couple of months and I was enjoying the December issue of Supercar Classics and nearly fell off my chair when I opened the centre spread to see my car beautifully drawn in the foreground with a backdrop of other TR's. Bob Freeman was their in-house artist, one of the best automotive artists around. He was noted for his witty scribbles illustrating his work and there are plenty on the TR watercolour. I was intrigued by his note on my bonnet about missing the pit lane wall by 2.5 cms.

I was able to make contact with Bob and he explained that he was a TR7 owner and was having a day out at Goodwood. It was him sitting on the wall who had the grandstand view of my cockup. He had sketched the paddock scene at lunchtime.

He agreed to send me a copy but died before doing so. I was able to get my local print shop to stitch the centrefold together and produce a decent print. That is what you see here. The join line is barely visible.

Bob Freeman's family have now set up a website selling his art and I was able to "buy a high quality print from the original for about £60 three years ago. It is as printed originally in the magazine and doesn't have the annotation with my name etc. A nice gift for a TR owner still probably available to buy.

As a postscript, the engine only just held together to get me home. It was the last time I drove the car before selling it two years later.

Having bought back the car in 2013, I prepared it for competition again and in 2017 entered my first event for thirty years nearly to the day. It was at Goodwood .

John Hanna .



Why would you take on this project ?

Bill, a local member of the MG Car Club, has nestling in his garages an Austin (1), MGs (5), Triumph (3), and a few other marques. One of his project cars, bought as a rebuild from the Northern TR Centre in 1992, is a LHD re-imported TR3. Originally in signal red, grey interior and black weather gear, it is TR3 Commission Number TS21624L, built 4 Sept 1957 after 3 pm (don't you just love that level of detail from the Standard Register search...)



Bill started its restoration, completed the chassis and had it finished in a powder coating. Then had the body re-metalled by A R Gough Classic Cars, in Sandy. That took some time, and when the body came back, Bill was onto another MG project. The TR3 had to wait.



Progress slowed over the next couple of years on the body and rolling chassis, except Bill continued to buy parts, and his cellar began filling - with boxes and boxes of new bits from various suppliers. I know, I've got the file of invoices, but it was seeing the meticulous nature of how these old and new parts were all separately stored, in bins, on shelving, and all systematically laid out.

I spent a wonderful morning reminiscing with Bill as we trailed through all the TR3 bins in his cellar, I became convinced that putting this together was only going to be like the proverbial Jigsaw. You know the picture on the box, just get the pieces out in order and off we go.

Well of course, it won't be as straight forward, but I rebuilt one 35 years ago... and still can do my own welding and



painting etc. So why not do another car... and here's one half done already!

I have to say, since rebuilding my beige TR3 between 1979 and 1983, I have now read the book *How to Restore Triumph TR2/3/3a* by Roger Williams, first published in 2002. I'm glad I didn't read it 40+ years ago as I may not have even started.

This car in its bare metal state is currently in storage (£1 per day so I'm incentivised here) and awaiting a modest garage extension. Once completed, and the Armstrong Siddeley **driven** out, I will have 'two TR car lengths' plus workshop space to crack on with this project.

Now where's that jigsaw picture...

Tony Bannard-Smith

April 2020



Photo: Alison Payne

Coronavirus Lockdown - TRains instead of TRs

We live in interesting times and I guess we are all missing driving our TRs and those of us not considered 'key workers' are trying to find ways to keep occupied in isolation. I was fortunate to be able to keep using Dirty Girl until very recently. We were having to support half of our family in isolation for two weeks so she was used for collecting and delivering supplies and prescriptions. When the lockdown started in earnest with suggestions that it could last for several months, I decided to go 'cold turkey' and adopt the 'Stay Home' instructions literally to see if I could survive the mental stress of not leaving the house for a week. Although this meant not going for my usual daily 4-5 mile walk, I have at least been using the rowing machine and mowing the lawn but it was a huge relief to escape after 7 days for a walk in some deserted countryside as cabin fever was setting in.

Whilst I can't drive my TR, I do have another passion which provides similar therapy. We have a garden railway which I started in 2008 and it has gradually expanded around the whole garden. This was originally G-scale (1:22.5), electrically powered by transformer on 45mm track but a couple of years ago we decided to try live steam. Although the Black Squirrel Railway is basically flat and built at ground level, there are several gradients which barely affected the track-powered locos which could be left running unattended for hours at a time but I have found that operating live steam locos requires as much concentration as driving a side-screen TR, especially on the bends. Some of my fellow club members run their steam locos manually but I am so glad that I opted for radio-control otherwise I would have to be continually running after the train to adjust the regulator (throttle). With r/c I can at least stay in one place to drive it and have learned that, like a TR, the best and safest way is slow-in and fast-out of the bends and to anticipate the gradients, accelerating well before an uphill stretch and slowing early before a downhill. The latter is particularly essential as there are no brakes on these models, unlike TRs which, contrary to some detractors, do have excellent brakes. Also in common with a TR, live steam locos can punish you if you take them for granted or slightly over-react on the regulator, so derailments are not unknown. Given reasonable weather, I can spend an hour or so driving trains instead of a TR with the same benefit of escaping reality, vital for all of us in the current crisis.

Several LVG members are spending much of their enforced isolation in the garage polishing, modifying or rebuilding their TRs (and other classics). I know of one owner that had just got his recently acquired TR2 ready for the first tour of the year but has now started major surgery on it (Pete Muncer will guess who that is). I have deferred starting on Dirty Girl's list of outstanding jobs in favour of getting the railway into shape for the summer. We would have hoped that my son Ben could have done some extended filming over Easter but we are where we are, so I may have to learn to video stuff myself although it's virtually impossible driving trains and filming or even simply taking photos at the same time.



In common with many people in isolation I am also learning new skills and rediscovering old ones. When not actually running trains or maintaining the permanent way after the local squirrel, avian and feline population have trashed the ballast, I have started building rolling stock and painting people and animals. The last time I did this was over half a century ago and although the models I am now working on are roughly four times the size of the Airfix and Tri-ang models of my youth, the eyes and fingers have greater trouble now. I will be glad to get back to working on the car in a week or two to deal with some of the 'round tuit' jobs I mentioned in my article in the previous TRunnion, although I suspect it will take a couple of days hard graft to remove the accumulated mud first.

I have included a few photos for Chris to include if there is space in this TRunnion ExTRa, but I cannot take any credit for the garden as that is Lynda's pride and joy - I just mow the lawn and maintain the railway. I would be interested to know how other readers are dealing with the restricted lives we are leading and would encourage others to join the 'LVG TRs' WhatsApp group to keep in daily touch.

Brian Chidwick



Photo: Alison Payne



Many thanks for the opportunity. We really do appreciate the support for the TR family and hope we can help out where possible

Whilst the world seems to be on fire every time you look at the news, we feel very fortunate to be hidden away in deepest darkest Somerset. The level of support we've received within the TR family has been astounding, with customers and friends around the globe reaching out and touching base with us.

Whilst the current world issues have obviously affected our levels of business, for us at least, it seems to be pretty much business as usual within our little TR world, albeit at a slower pace. Workshop activity continues to be busy and we are still being entrusted with some beautiful and rewarding builds. Our clients are still looking forward to and hoping for a long hot summer to enjoy their cars, it seems.

Our chassis orders are not showing signs of slowing down ...although issues around the supply chain means that build dates are being pushed back a number of weeks. Having said that, everyone we are speaking to has been very positive and supportive.

Our parts department is still very much open. As we are primarily an online business we are fortunate to be exempt from the Government closure list and the support from our couriers has been first class. We are in daily contact with them all and even previously closed routes in Italy are opening up! Our levels of stock are good and we continue to support the network of artisan suppliers up and down the country who rely on us as much as we do them.

As many of you will already know, we are not short of space at HQ ...so social distancing practices seem like the norm for us. Key staff are on site daily and as such we are still able to offer not only parts information but also technical advice and support for those of you taking the opportunity to buckle down on your projects.

If we can be of assistance, please feel free to give us a call or drop us a line. We update our website weekly and also send out a regular newsletter.

Take care one and all,

Neil, Sue and Team RTR

Revington TR

T: 01823 698437

E: info@revingtonTR.com



Quiz on things Triumph

As the title implies this quiz is all about things connected to Triumph cars. It is just for fun so please do not Google your answers. There are no prizes apart from the satisfaction of completing the quiz. Email your answers to p.sanford051@btinternet.com and I will email you the answers and who the winner is. Or you can wait for the next edition of TRunnion.

1. What year did the Triumph Motor Company come into being?

2. What was the last model that Triumph manufactured?

3. Which company own the Triumph trade mark?

4. What was the standard engine size for the TR7?

5. What Triumph engine was used in the Amphicar?

6. The Triumph Italia used what TR chassis and mechanical components?

7. What does TR, in the TR series of cars stand for?

8. What was the first production model TR to be fitted with front disc brakes as standard?

9. The Triumph marque was retired when?

10. In what year did Leyland Motors acquire Triumph Motor co.?

11. How many TR7s were manufactured? (to nearest 1000)

12. What was the price of a TR6 when launched?
13. What year was the TR Register founded?
14. What was the top speed of a Triumph Mayflower? (to nearest 5 mph)
15. Name 3 Micholetti designed Triumphs? (point for each)
16. What car was the inspiration for the first Dolomite model?
17. Who was the manufacture of the petrol injection system on 6 cylinder TR engines?
18. How much was a new TR2?
19. What tractor used an engine that was used in TRs?
20. Which sports car manufacturer did Standard-Triumph try to buy?
21. In which year was the Lea Valley Group founded?
22. What was the last version of the TR3?
23. What motor show was the TR2 launched at?



Hi Chris,

Please find attached several pictures of recent ongoing jobs.

All is well here at Racitorations and team moral is good given the current circumstances. We are operating with the social distancing measures in force and keeping the ship a contamination free zone.

With split tea breaks and lunches to keep congestion in the canteen at a minimum, the workshop never stops !

We are abiding by the conditions set out and keep safety of the staff our top priority. All customers have been advised not to make a journey to the workshops at this time. (This takes the pressure off slightly)

To conclude, we are maintaining production both in the workshop and on the website albeit in our own contained areas.

Regards,
Sam Bishop



Racitorations

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E: info@racitorations.co.uk

Keep calm and read Octane

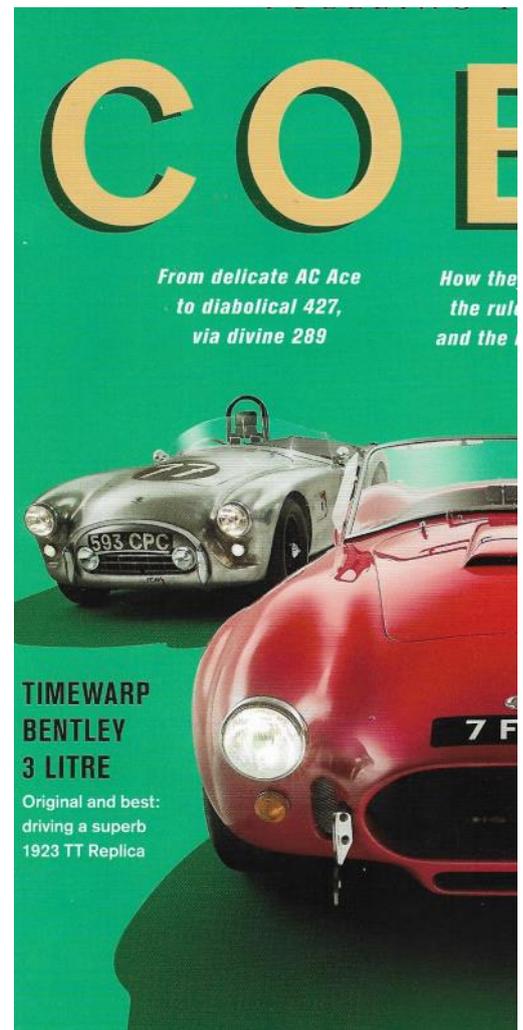
One of the few upsides of the Covid-19 lockdown is that many of us are finding we have more time to catch up on our reading. We may not be able to drive our classics, but we can at least read about them!

Here at Octane it's business as usual. Our editorial team is all set up for home working, and pages are sent electronically to the printers, so we can produce a magazine without any face-to-face contact at all. As long as the presses keep rolling, we'll get Octane out to our readers.

If you're not already one of them, you may be wondering whether Octane is for you. Some people assume that, because we are a high-end magazine, it's all Ferraris and Astons. The truth is that we're car enthusiasts first and foremost and we feature the stuff that interests us, whether that's a Berkeley or a Bentley. Our editor daily-drives the world's rattiest Triumph 2.5PI and contributor Andrew English rallies his ex-Neil Revington TR3A.

What makes Octane different, though – apart from the superb quality of its writing and photography – is that we also run the odd story on non-car stuff that we think car people will like, whether that's a boat, a plane, or maybe a steam traction engine (that one was just over a year ago). We work on the basis that if you're reasonably intelligent and you like cars, you probably have an interest in other mechanical things, too. It's a formula that seems to work.

The issue of Octane that's on sale now has a trio of AC Cobras as our cover story, while other features include an amazing TVR Grantura restoration, driving a very original 3 Litre Bentley – and a Group A 'Godzilla' Nissan Skyline, the inside story on some classic Citroën adverts by the man who devised them, and the realities of owning a Riva motor launch. There's much, much more, including columns from the likes of Derek Bell and Jay Leno.



While we wouldn't advocate making a special trip to the shops to buy Octane, you can legitimately pick one up while doing your supermarket run. Issue 203 will be on sale until 22 April, or you can buy a copy from magsdirect.co.uk. We also have a great subscription offer: go to subscribe.octane-magazine.com and sign up to receive your first five issues for just £1 each.

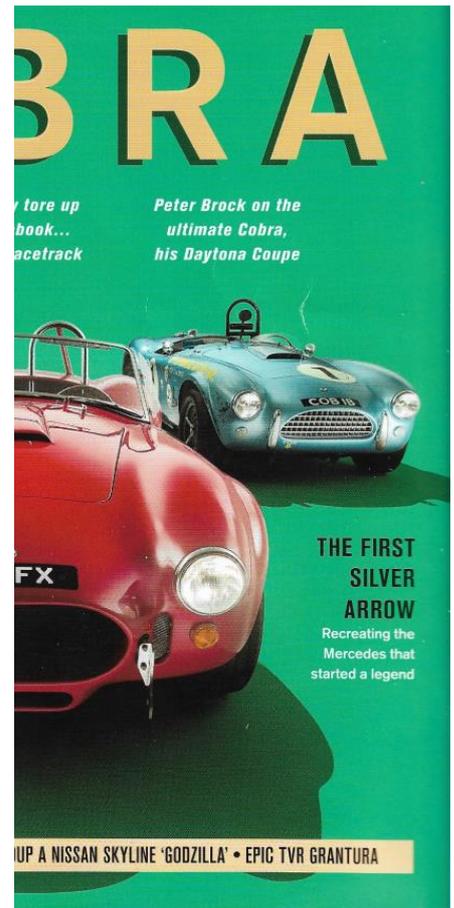
If you prefer to read your magazines on a tablet or computer, then download the Octane apps for Apple or Android, or find us on Zinio or Readly.

Whichever method you choose, we hope and believe that you will really enjoy the magazine – and will emerge from lockdown refreshed and ready to get your classic Triumph back on the road where it belongs. Meanwhile, if you have a favourite pic of your car taken on a road trip, at a show, during a race, whatever, do email it to james@octane-magazine.com before 30 April and we'll put the best ones in the mag!

Mark Dixon

Deputy Editor

Octane



Octane contributor, Andrew English.

Photo: Malcolm McKay

I am biased towards OCTANE, having been a reader from the very first issue, a few years ago now.

I wanted to see a particular photo which featured a while ago in Octane. A restored and much modified TR3 undergoing testing at a secret location somewhere in Lincolnshire.

The project was the work of RACETORATIONS

From the OCTANE archives, Mark located this image :-



Photo: Tim Andrew

HUB ADAPTER NUTS and TR Register FORUM

At Cars on Ramps it was identified that one of my wheels had some play and so I decided that while I self isolated, I would look into the problem.

Difficult to know where to start, so I posted a question on the Register forum. I find the knowledge and expertise shown, helps to give answers (sometimes they can contradict each other) and from those I can decide how to proceed.

There are a few reasons why the play in my wheels could have been evident and my thoughts were coming around to an issue with the adapter for my wire wheels.

It was only by posting the above pictures, that a couple of members identified that the nuts holding my adapters on are the wrong ones. They should be chamfered on both sides. This enables proper seating and also to prevent the wheel hub from being fouled by the sharp edge. Although I believed my wheels were tight, it only took a short while for the incorrect seating to loosen the tension and give some movement.

In the 5 years I have owned the car, I have been plagued by play in my wheels and I am hopeful that I may now have sorted things.

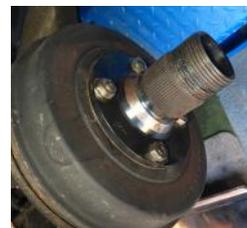
An added benefit of using the forum was a saving of 45p a nut from the price offered by both Moss and Rimmers. Rich Crewe-Read a TRR member from Colchester had some spare nuts and he was happy for me to buy them from him. I need 16 nuts as all 4 wheels have the wrong sort. The saving will buy me a couple of beers.

If you don't use the forum, give it a try and you might be surprised how helpful it can be.

The only warning is that there are a few grumpy old gits who use some threads to moan and groan. Don't let them put you off. You can see my forum thread on the following link.

<https://www.tr-register.co.uk/forums/index.php?/topic/72219-play-in-my-wheel-hub/&tab=comments#comment-663278>

Mike Aldridge



Beta & Zoom prototypes



Both Triumphs are owned by Neil Revington of **RevingtonTR**. Neil is currently working on these projects during the "lock down" although they may still be sometime away from completion. He has owned the Zoom since 1974 !



*The Beta was a proposal
for an interim car
between the
TR3A and the TR4*



The other soft top Zoom

The Zoom prototype was a design study, fully intended for production but as with many, a prototype that never happened.

The car was designed Giovanni Michelotti and hand built in Turin during 1959 by Vignali. There were two cars made, one soft top and one hard top with a removable centre panel. This design did go into production with the TR4.

Neil has the hard top car which he is currently restoring. This car was used as the buck to take the fibreglass moulds for the TRS that raced at LeMans.

Revington TR , with the help of the genuine Zoom prototype and full size drawing from Michelotti are able to recreate this beautiful body shape in aluminium.



TR Register bid farewell to motorsport legend Sir Stirling Moss, who has passed away this Easter, aged 90 after a long-term illness.

Lady Moss was by his side at Mayfair House as he passed away in the early hours of Easter morning. Lady Moss said that Sir Stirling “died as he lived, looking wonderful.”

Sir Stirling Moss came to see the TR Register at the NEC Classic Motor Show in 2016, where the video interview below was recorded in conversation with TR Action Editor, Wayne Scott.

Wayne Scott said, "He was a racing star that every child across generations read about in books and made their hero. They say you should never meet your heroes, but I interviewed Sir Stirling on a number of occasions and each time he was charming, friendly and cheeky. He even took the mick out of my hair, "You've lost it all young man" he jibed, going on to say, "Be careful it makes you irresistible to women, like me!"

The 90-year-old was an incredibly versatile driver and won 212 of his 529 races in his professional career, 16 of them in Grand Prix. Although never managing a Formula One World Championship, in 1955 he became the first Englishman to win the British Grand Prix at Aintree fending off another legend, one Juan Manuel Fangio. Fangio would later go on to be his teammate at Mercedes and an arch rival, but also a friend and mentor to Moss.

He raced a Standard 10 saloon during the 1955 Sporting Life Trophy race at Oulton Park where he finished 2nd in class.



Although he never raced or rallied a Triumph TR professionally, he had fond memories of the marque which was prevalent on the Alpine rallies on which he made so much history. He raced for a number of British marques and of course Mercedes Benz in Sportscar racing at Le Mans.

Sir Stirling was associate closely with Formula One racing, but in 1957 also secured himself a place in speed record history when he smashed the class F world land speed record at Utah's Bonneville Salt Flats in the streamlined MG EX181. He raced for a number of British marques, plus Maserati in F1 and of course for Mercedes Benz where he arguably had his most notable successes.

He raced a Jaguar in a number of events including at the steeply banked Autodrome de Montlhéry, a steeply banked oval track near Paris. Sir Stirling drove an XK120 owned by Leslie Johnson and the pair shared the driving to average 107.46 mph for 24 hours over a total distance of 2579.16 miles.

Moss drove a number of rallies over the Alps including on the Mille Miglia where, in 1952, he shared a Jaguar C Type with Norman Dewis to test out the new innovation of front disc brakes. He came second at Le Mans 1953 with Peter Walker in a Jaguar C Type and enjoyed victory at Silverstone in a Lister Jaguar Knobbly, the only car he would ever put his name to for marketing purposes.



In 1955 on the Mille Miglia, Moss drove a record-breaking drive to win the event in a Mercedes 300SLR, the car he would also have success at Le Mans and Dundrod with as well as the Targa Florio. In the 1960 Bowmaker Trophy held at Silverstone, Sir Stirling Moss raced a Jaguar Mark II saloon taking second place to winner Roy Salvadori.

Sir Stirling Moss' top - level career came to an abrupt and tragic close in 1962 when he crashed at Goodwood in 1962 and was left partially paralysed and in a coma for 6 months.

Following his forced retirement from top-level motorsport, he remained close to motor racing either via his broadcasting commitments or many guest appearances driving or speaking at historic events.

Moss is widely regarded as one of the greatest Formula One and indeed sports car drivers of all time and will be greatly missed by the entire classic car community. He was a hero for many TR enthusiasts around the world.

Link to video: https://youtu.be/PBur_naasY4

With thanks to Wayne Scott (TR Register Press Officer) for this tribute .

Photo : Chris Glasbey



On a Roll ...at Home with your TR

Any words and photos for the next TRUNNION ?

It may be a story from the archives, a rebuild project ,or just a photo with your TR.

TRUNNION will be monthly until life gets back to near normal BUT I will rely on both our readers submitting their newsotherwise next issue may be a little thin.

NO particular deadline date , although as a guide shall we say Saturday 2 Maybut it's up to you to send as soon as can.

Please help further , if possible, by typing in my favourite font: **TAHOMA** and Size **10**

Text and photos as attachments please.

Thank you,

Chris.