



The

# TRunnion

*Communicating with Lea Valley Group and the world ....*

**Stay Alert with your TR** 20206 JULY

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Monthly .



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



See story inside ....

## Sister to the famous LeMans TRs

**TReditorial** .... With thanks to all who have submitted content for this issue. I thought we may be short of articles but thank you team LVG for the input. If Wayne Scott is reading this he may even want to include the PKV 373 story in TR Action. This is the car bought by Geoff Gordon in February this year and it is being prepared to enter the LeMans Classic . Entry has been approved because it is the sister car to the famous trio of race cars . Enjoy the story.

Lots of nostalgia from Gordon Staple who recounts his car memories with a few original photos (other illustrations I have found from Mr. Webb)

As long as YOU can supply me with classic motoring stories I will continue to produce monthly issues. Please don't stop because at present the file for next issue is empty!

I hope you are well and managing to keep Covid 19 in check. Pat and I are really missing the big touring classic events and we can only repeat the local driving options which still end up with safe coffee stops back at home.

Keep those TR wheels turning and hope to see you late Summer ?

*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 Inn ....giving our full support to Nick, Michelle and the team. Good ales and great food ...we all look forward to seeing you sometime in the future, when life adjusts to the "new normal" ....

No official TR Register meetings yet permitted but the pub has all correct procedures in place , so if individuals wish to visit at any time, you will need to book food in advance.

At time of writing the policy is still **NO TR Register meetings or events until further notice.**



Hi Chris, A few photos for Trunnion . It has only taken me 10 years to find the time to fit "wind wings" and tonneau posts to my TR3. Regards, Ian Finn .



**Historic photo from 1976 ...** the Editor (front left) and members of Stafford & Warwick Group. A special TR display at the PJ Evans dealership to launch the TR7 in Britain. That is my TR3A in red (behind the lovely Lesley). It had been recently resprayed Vauxhall Volcano Red (it was originally red). At the time I was also keen on Morgans and so rivetted long louvre panels into the bonnet. A few years later I swapped my starting handle for a TR2 bonnet. Tonneau in white?! Many years and thousands of pounds later my modified TR3A changed into Triumph British Racing Green.



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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.

#### 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 : [brianc.trlvg@btinternet.com](mailto: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*

## Upcoming Events?

In the light of the continuing Covid-19 pandemic it is probably fair to say most events are off, or on until they are off! Confused, I think we all are. Several events were postponed and rescheduled only to be postponed again until next year. Events rescheduled to next year include:

**The Practical Classic Car and Restoration Show** at the NEC now 26<sup>th</sup> – 28<sup>th</sup> March 2021

**LVG Shine & Show** 21<sup>st</sup> July at the Cock PH Broom

**Inter-Club Triumph Weekend (IWE)** 23<sup>rd</sup> – 25<sup>th</sup> July. Venue to be announced.

**Silverstone Classic** now 30<sup>th</sup> July – 1<sup>st</sup> August, subject to confirmation.

Two rescheduled events which are supposedly still going to happen this year are:

**50 Years of the TR Register** to be held at the British Motor museum, Gaydon on the 6<sup>th</sup> September. Entrance is free if you register online, in advance at [www.tr-register.co.uk](http://www.tr-register.co.uk) tickets on the gate will have to be paid for.

**Standard Triumph Picnic and Hog Roast** 20th September at the Mercure Walton Hall Hotel, Walton Road, Warwick. Entrance is free, just take a picnic or enjoy the hog roast.

Both of these events will be supported by the LVG and if you would like to join us for a social drive there please contact Phil or Mike on the Events Team.

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*The Events Team*

Here's an update on the racing alfa that I am sure has been near the top of your concerns since the previous TRunnion - it is still working perfectly and the polypropylene body is still in one piece, despite numerous encounters with the kerb outside the house including getting securely stuck under the neighbour's Mercedes SL~(fortunately stationary at the time) when left became right for the umpteenth time!(note to self: it would probably be easier to simply reverse the car to bring it back, rather than turning it to the right when it needs to go left from where I am standing. Afterall even the best in the country seem able to manage U-turns.

Having mentioned the previous TRunnion – wasn't it good? Loads of interesting articles and photos - our editor Chris Glasbey is doing a grand job, don't you think? Especially to do it at monthly intervals – so please keep sending him stuff, else all you'll get will be updates on my lack of driving ability for RC cars. The same goes for the Events Team (Phil Sanford and Mike Aldridge) despite there not being any events but keeping everyone engaged via Zoom and WhatsApp. But we need to know more about what Kate is up to. Having mentioned Zoom, the LVG had its first virtual meeting just a few days ago but with the lowest attendance I can remember for any meeting, just 10 members turned up although it was good to see so many 'other halves' joining in as well also welcome was new member Jim Bassett all the way from Ickwell– congrats go to all who followed the ever so simple logging in process (just one click and no software to download), using a range of equipment from 'not so smart' phones to iPads and computers. Keep an eye on your emails if you want to take the plunge when the next one is arranged – it's almost as good as the real thing and with no concerns about drink drive worries as a bonus.

I thoroughly enjoyed reading about Brian's Motorcycle years. I have had almost no involvement with motorcycles(Am I alone in this?) with my experience being limited to riding a bicycle about 12 miles to watch grass track motorcycle racing at Lydden Hill sometimes even with my lovely Girlfriend (who I later married). In the mid-1970s I bought a Honda C50 'step through scooter' to ride to work from Thetford to RAF Honington. It was good for nearly 40mph with a following wind. On the first day I rode it to work I had a really embarrassing moment with it. I had stopped at the Main Gate at the end of the day and after having waited for a clear road, turned the grip to accelerate away but didn't move an inch as I had not fully engaged first gear. The next step was obvious – engage gear and move away, especially as someone in a car behind was clearly impatient to go home. SO(!) I engaged first gear at which point the front wheel left the ground going up in the air about 2 feet as the centrifugal clutch engaged. As the wheel came down I could hear the laughter of those in the bus queue alongside me. The most relevant fact is that at that time it would have been impossible to find a motorcycle of any description with less power and street cred than my C50. Some lessons are quickly learnt, aren't they? (Especially when you are frequently reminded of it by witnesses). I saw on TV the other week that the number of C50, C70 and C90 scooters (with the family name of Super Cub) produced by Honda is way in excess of 300 million, making it the most numerous motor vehicle ever produced. The external styling has changed somewhat but mechanically remains pretty much the same since being introduced in I believe, the 1950s – including the chain tension that changes with the load being carried!). That's the end of my confessions, as I'm not yet ready to confess to two minor incidents on the day in 1965 when we bought our first car, a Triumph Herald. Perhaps on a real pub meet one day I'll talk about it (after the third glass, I'd guess). One of those incidents could have turned out really badly if it had happened just two seconds later. The other was just plain silly.

I'll end now leaving you to imagine what these two events could possibly be - or maybe not. Take care everybody and stay sensible in these strange days. Don't forget that Chris needs your inputs to keep TRunnion interesting to all and I'll stop submitting boring irrelevant drivel.

Not so much a  
Group Leaders  
Report but  
more of a  
Ramble !

Pierre ...





# The Matterings of Mancer

Following up on my comments a couple of issues ago, concerning a very smart Chevrolet Corvette out on the road on Easter Sunday, it appears that said vehicle actually resides in our village – furthermore, apparently the owner formerly held a very senior position in one of the F1 teams (Lewis Hamilton used to live a few miles away, but he is in Monaco now, so it's not him). Anyway, the day after I saw the Corvette again, I took the TR out for my usual warm-up run, via Datchworth / Watton at Stone / Wadesmill / Buntingford / Baldock and then back to Welwyn, about 45 miles. Lovely sunny Sunday morning, roads fairly quiet as far as vehicles were concerned, but cyclists in profusion in the minor lanes – surprisingly no other classic cars out though. However, I did see a yellow TR6 in the golf club car park recently – not one I recognised, so maybe from North London Group?



Talking of F1, apparently races are starting to happen again, Austria being the first venue in July, with two races on successive weekends behind closed doors, with no spectators. However, more races have been cancelled (Singapore, Baku, Suzuka), and those in Mexico and Brazil are unlikely to happen given the current conditions, so it seems there will be more "double-header" races at venues like Hockenheim.

A question occurs to me – are the dimensions of a F1 car (wheelbase and track) sufficient to allow the mechanics to maintain social distance at a pit stop? - clearly there can be no hugging on the podium after the race by the top three either.

The Covid-19 epidemic has had an effect on the income of the F1 teams as well – Williams are up for sale now (or looking for investment partners to put it more politely), and even the mighty McLaren group are laying off scores of workers, including some members of the F1 team. Ferrari must be struggling to pay Sebastian Vettel's salary, as he will be leaving the team at the end of 2020 (to be replaced by Carlos Sainz), so whether he will settle for a quiet retirement or opt for driving for one of the lesser teams (as apparently Red Bull and Mercedes are not among his options), we will have to wait and see.



As far as classic events are concerned, maybe there are some signs of improvement in the situation. According to the latest edition of Classic & Sportscar magazine, the Nuffield Run is being planned as a "nationwide classic run in aid of the NHS" on August 23<sup>rd</sup>, while the exclusive concours event at Blenheim Palace is scheduled for September 23<sup>rd</sup>-26<sup>th</sup> (exclusive because of the ticket price - £295 per day!! – and presumably that is just to look at the cars). At a more realistic level of expenditure, the CACCC Falling Down Tour is planned still for September 25<sup>th</sup>-27<sup>th</sup>, assuming that our hotel is fully open and operating – further update later. Sadly though, both of the premier Goodwood events (Festival of Speed and Revival) have been cancelled.

So, Mike Aldridge has been driving around with a soggy rear end (and the car) - actually I can sympathise with Mike's experience. Back in 1993, having just acquired my TR4A from somewhere in deepest Essex (Southminster I think), I set off towards home, in company with Stuart McRoberts in the TR6 (which I had a part share in previously). Now, I had got used to the handling of the 6 on the standard lever arm shockers, and expected the 4A to feel much the same – however, the first few bends gave me a somewhat different experience. The car had been put back on the road after a four-year rebuild – but for some reason the original (i.e. knackered) shocks had been refitted, and these provided handling akin to a rubber dinghy in a Force 8 –



Stuart said he nearly went off the road laughing at my own efforts to stay on the tarmac. I had been a member of LVG only for a few months, but GL Eddie Holden loaned me another pair of lever arm shocks – however I think the whole experience persuaded me to convert to telescopics – personally I think they do give a better ride than lever arm, but each to his own as they say.



I was entertained by Mr. Chidwick's recounting of his early activities (so we're going back a bit) with vehicles of the two-wheeled variety, which all sounded distinctly perilous to me – especially the bit about riding pillion on a bike being towed by another bike, all the way from Mallory Park to Bromley – what?? You can't fall off a car, so I was never tempted by motor bikes, but went straight on to four wheels. Actually, that's not true – my first car was a Bond Minicar three-wheeler – 197cc of awesome Villiers power, and it could turn in its' own length – British Racing Green livery as well. After a few months of this, I acquired the fourth wheel attached to an upright Ford Pop. Anyway, history almost managed to repeat itself, as my father was a grass track racer on bikes in his youth – 40-plus years later he was watching me doing the same sort of thing in cars.



Recent Trunnions have described some of the activities that LVG members have been resorting to in order to pass the time when TR-ing has been frowned upon – Brian Chidwick and yours truly have admitted to playing with our model puff-puffs, and now our esteemed Group Leader has come clean about racing model Alfas.

At this point, unfortunately I have to make another admission – back around 1970 I was heavily involved in "slot car racing" as it was known, a booming activity at the time. This was not just your good old 1/32 scale Scalextric track either, but purpose built circuits for 1/24 scale cars, with changing of rear axle ratios for different tracks, putting some exotic gunk on the tyres for extra grip, real technical stuff. There was even a 24-hour race – most of the cars spent a lot of time in the pits replacing burnt out motors and soldering the chassis together again though. However, at the end of the day it all came down to your ability with the push button controller (even some of those were more suited to fast tracks) - the level of concentration needed was really quite high – in fact, I came away from one meeting thinking it was far less stressful blasting around a grass track in the full size autocross car. My favourite car in my model racing stable was a 1/24 scale McLaren M6A Can-Am car, painted not in Gulf orange, but yellow with a black stripe (the livery of our autocross team) – not the quickest car out there but very easy to drive at competitive speeds (this is all starting to sound just like a memoir from a retired racing driver – but Graham Hill won the Scalextric Trophy at the Racing Car Show two years running, so I was only following his example). Now, I wonder what I'll have to own up to in the next issue?



To conclude this month, I have just spent some of the day fitting new brake gear, cylinder drain pipes, sand box and front coupling, then went for a short run in the TR – no, the two activities were not connected – just received a new model loco!

*Pete Muncer*



Thanks to Mr.W.Webb for these images

# The race development TR2



We are restoring to international racing spec **TR2 PKV373** ....the Sister and disk brake development car for **PKV 374 / 375 & 376** ...the **three works LeMans Entries of 1955**.

**PKV 373** was always signal red, rather than the British Racing Green of the race cars, with steel disc wheels to hide the various permutations of disc brake on test from prying journalists eyes. Unfortunately, once the body was soda blasted, she was quite the worst for wear! The work is being carried out by **Raceworks Motorsport Ltd.**, Steeple Morden, Herts. Raceworks only prepare and rebuild historic race cars.



As an intro to me ...I have an interest in historic motorsport as a hobby and in recent years known for our Alfa Romeo related exploits. One race meeting I have not done and would very much like to before hanging up my boots is the LeMans Classic. As you may know, one does not get an entry without the car having actual race provenance, or, of a type that raced in period.

A suitable Alfa Romeo with LeMans history was/is beyond my budget and so we started to look around for an alternative car that would have the pedigree to gain an entry.

Jim Lowry, an FIA Scrutineer and former historic racer himself has discovered PKV 373 some while back, having previously rebuilt a 1954 Mille Miglia car himself, OVC 272. He knew of the history of the 4 consecutive registration numbered works TR2's that were developed for the 1955 LeMans race and referred to in Bill Piggot's book.

And so we became "TR Virgins", with a steep learning curve. Jim will handle the necessary FIA Historic Technical Passport (HTP).

PKV 373 has always been considered the development 'hack', fundamentally for the Girling & Dunlop disk brake arrangements. The car apparently ran both types of disc brakes all round and with both 9" and 10" rear drums. The race cars ran various permutations and only PKV 376 running all disc Dunlop brakes, although these were difficult to work on... we understand that the whole calliper needing to be removed in order to change the pads. There is some implied reference to the cars history in the BMI Heritage Trust certificate of 1988 that came with the car.



As was the norm back then, the TR was eventually sold off through a dealership, probably exhausted but it doesn't appear to have been completely converted back to standard beforehand.

It is very likely the previous owners did not know what they had. During the early '80's, PKV 373 underwent 'restoration', the then owner believing the car to be a hot rod, converted it back to what he considered to be original. However, a box of Girling disc brake parts came with the TR and it retains its 'LeMans' spec cylinder head with large valves and high compression, together with a pair of 1.75" H6 SU Carburettors, overdrive and long 4:1 diff. Apparently these LeMans cars ran near to standard race engines. The Heritage Certificate mentions 'no heater', perhaps weight saving !?

I believe in TR circles that the only remaining of the 3 actual race cars is PKV 374 which changed hands last November at the NEC.

The original engine will be mothballed for prosperity whilst the fresh race engine is being built by Stuart Delf at MASS Race Engines, Great Gransden. The FIA will seal the engine at MASS once verifying the capacity.

The body is being rebuilt by our long term body man and maestro, Paul Scheldrick, at Raceworks Motorsport.

The car will be rebuilt to historic race car specifications and within the boundaries of the period HTP. We have been given a minimum weight of 835 kgs.

*Geoff Gordon.*





The TR7V8 rally car as driven by Tony Pond for the 1978 season ....pictured here with other historic rally cars at the British Motor Museum, Gaydon . (acknowledgements to BMM for the photo)

Featuring this car particularly because it is part of the collection owned by Jon Marshall (see next page) although his cars are a little smaller !



Triumph works rally car preparation ....

# TR Model Collection

Jon Marshall

Many years ago, like most small boys, I had a collection of model cars plus a few aeroplanes. In those days Dinky was the only manufacturer in the UK. I can remember only a few of the models – a Riley saloon and George Eyston's *Thunderbolt* land speed record car with its large triangular fin. As I grew older I played with them less and less frequently and then not at all and they were consigned to a box in the garage. One day, behind my back, my mother sent them to the church jumble sale, much to my annoyance.

I started collecting again probably about 30 years ago concentrating on 1:43<sup>rd</sup> scale models. My first one was Dinky number DY20, a white TR4A with a black, folded hood – the nearest I could get to my 4A which is white with a black hard top. This was followed by other TRs, other Triumphs, other British sports cars and quality cars such as Lotus, Aston Martin, Jaguar and Rover; also a few (British) F1 cars. The nearest petrol station to my home sold (at that time) Shell and over the years car models were given to encourage sales of fuel – a super car collection and a Ferrari collection amongst others.

The number of companies making car models had increased vastly since my boyhood with Matchbox and Hot Wheels at the cheap end, Vitesse, Ixo and Spark in mid range and then some specialists whose hand-made models cost rather a lot of money. Occasionally examples of the early Dinkys appear on Ebay with excellent condition examples commanding high prices. I discovered a man in Holland who specialises in 1:43 handmade models of rare or less common Triumphs. The first I bought from him was (not surprisingly) a Dove then, over the years 20TS, a Francorchamps TR2, Conrero, Italia and Doretti. He's made the Dove from the Dinky TR4A – the baseplate shows its origin. Also the overriders on the front bumper are mounted outboard of the headlights (TR4A style). He must have filed off the side lights and wing/door strips. Similarly 20TS was made from a Vitesse TR2

I've got about 30 TR models, 16 other Triumphs and two Standard Vanguards – Mk. 1 and Mk.3. In all I must have over 150 car models plus some aeroplanes. The reason I'm not sure is that my display cases are full. Probably the person with the biggest collection of TR models is Lee Hutton of North London Group. Lee has over 200 himself and has a list of nearly 600. Some of these are the same basic model but with a different colour scheme and there is a wide range of scales. If you owned them all you would need a separate garage just for the models.



In the above cabinet, Models—left to right :-

**Bottom Shelf :** TR3A / Francorchamps TR2 / early Dinky TR2 (unrestored) / TR2 LeMans / 20 TS / TR2 / early Dinky TR2 (restored) / TR3

**Middle Shelf :** Italia / Peerless / Doretti / Conrero / Dove / TR4 (4VC) / TR4 without roof / TRS / TR4A

**Top Shelf :** Stag / TR6 / TR6 / TR6 (Group 44 Quaker State \*\*) / TR5 / TR7 / TR7V8 (rally car) / GT6 / Spitfire  
 \*\*Group 44 was the name of Bob Tullius' racing team. The Quaker State Oil Company sponsored them.

.....see over for more of Jon's collection



**The TR Range :** TR2 / TR3 / TR3A / TR4 / TR4A / TR5 / TR6 / TR7 / TR7V8



**The Max Derrez collection** (these are the expensive ones)

20 TS / Swallow Dorreti / Francorchamps TR2 / Italia / Dove / Conrero



Thanks Jon ..... A great collection .

With thanks to Neil Aldridge for creating this poster.

Hopefully it may be of use to our Events Team in promoting an event that may safely go-ahead in 2020 .....



Being of a certain age, I grew up with motor vehicles which are now considered to be 'classics' and although these recollections are not entirely related to the Triumph marque, do give an insight into motoring experiences immediately post WW2 and the 50's and 60's, which invariably involved ownership of pre-war cars. This was in an age before MoT's, multifarious bits of legislation gradually eroding the pleasures of motoring and the joys of 3,000 mile servicing with a multitude of grease points – something with which TR owners are only all too familiar with.

Born during WW2, my first few years were spent on a large estate in Whitchurch and my earliest motoring recollection was (and is) the smell of oil in the garage which housed a gun metal grey Mark V Jaguar and a Standard 8. I particularly remember being in the Standard 8 when crossing the toll bridge over the Thames at Pangbourne (which separates Whitchurch), the owner of the estate (a baron) shouting as he passed the gatekeeper, did he have a good days fishing! I don't think that he ever paid a toll fee! Family folklore has it that my father's brother after a night drinking, threw the tollgate into the Thames!

When my father was demobbed from the RAF following the war, we moved to Bedford and he worked in the Civil Service at Letchworth. He acquired an old 1930's Ariel 250cc motor bike, which I 'helped' him to restore, exhibiting an early interest in motor engineering.

When I was 7 years old, we had a holiday at my grandmother's in Hatch Beauchamp near Taunton. My mother travelled by train and my father strapped me to his back on the old Ariel!

My father subsequently 'upgraded' to a Velocette 500cc circa 1948, with a Watsonian sidecar for mum to travel in. I travelled on the back pillion, resplendent in typical 'Biggles' leather flying helmet and goggles. One memory is when visiting my grandmother in thick fog travelling along on the combination and inadvertently taking a detour through a lay-by.

*Father progressed from the motor bikes, firstly with a 1933 Hillman 10 which had a tendency to lose its wheels when braking. The braking system was Bendix cable brakes, which were essentially either on or off. This caused the wheel nut studs to work loose and on occasions shear (3 to each wheel). I have distinct recollections of a heated discussion between my parents at the top of the hill down into Lyme Regis, as to whether it was wise to continue down to the cobb with the sea at the bottom. On another occasion, with my grandfather in the back, we were just passing through Stagsden, when we were overtaken by one of the rear wheels. The car travelled along on the brake drum for a few hundred yards. My grandfather sat absolutely impassively through this experience, gently puffing away on his pipe – but then he had been in WW1 trenches. Fortunately, when retrieved from a ditch, the wheel nuts were still inside the wheel hub.*

*The next motoring experience was a 1938 Austin 'Big' 7 which memorably 'lost' its petrol tank on the way to Luton – the mountings having rusted*

## MOTORING MEMORIES

*Gordon Staple*

=====



away. Then came a 1939 Ford 10 Prefect on which I learnt to drive aged 10 around the WW2 disused airfields in Bedfordshire (Tempsford and Poddington ). After this a 1938 Rover 12, which was a handful for me to drive at 12. This had a freewheel device which when engaged enabled gear changing without using the clutch – just as well since I was not tall enough to depress the clutch pedal.

He then acquired a 1951 Jowett Javelin, a lovely car ahead of its time in which I took my test when I was just 17 years old– and failed first time. He acquired a second de luxe Javelin which he broke for spares, furthering my mechanical knowledge and experience. A ‘flat four’ engine, I remember adjusting tappets was a nightmare. It was a good ‘courting’ car with bench front seat and column gear change! A 1957 Austin Cambridge followed. This coincided with my father moving to Glasgow in his job, with much toing and froing to the south. It had just had a Gold Seal engine fitted when my father acquired it and subsequently he covered 110k miles without the engine being touched. From time to time I drove the car to and from Scotland and on one occasion we were having brake master cylinder problems and I departed with my mother on board with a can of brake fluid as a leaving present from my father (crazy!). The inevitable happened and we soon ran out of fluid and I drove most of the way south using the handbrake. Fortunately there were fewer vehicles in those days and most of the way was dual carriageway (A74 and A1). The A66 was a bit tricky with the hills. The best car yet followed, a Mk2 Jaguar. I was back living at home in Surrey and my father was very good and allowed me to use the car. I would like one now – currently around the cost of TR4/4as, but prohibitively expensive spares. A succession of Triumph 2000s followed culminating in a 2500PI, a lovely car, then a Rover Sovereign and in retirement back to a Triumph Acclaim.



## PART TWO

As soon as I was 16, I wanted a motor cycle. My father mindful of the carnage on the Stevenage by-pass dissuaded me, but allowed me to acquire a 1930s moped – a 98cc Vincent ‘Firefly’ – which given its unreliability I pedalled more often than it was propelled by its engine! This was followed by an NSU Quickly moped which came to a sticky end in a large eruption of blue smoke in Bedford.

As soon as I passed my driving test I liquidated all of my assets and bought a 1936 Austin 7 Ruby for £22-10s (£22.50) and another at a cost of £2-10s which I ‘broke up’ for spares. When towing the ‘spares’ car behind the Jowett Javelin back from Woburn Sands on the end of a wire rope, we were followed by a Police Jaguar from the M1. My father was in a hurry

as the Austin did not have a battery and it was getting dark. He was doing between 50 & 60mph when I saw the Police Car following. I applied the (wire) brakes to slow him down and smoke came up through the floorboards. The Police overtook killing themselves with laughter at the spectacle. On another occasion, I took 3 friends in the Austin for a drink at the 5 Bells Cople only to run out of petrol, resulting in our having to push the car all the way back to Bedford. I was not popular. I then acquired a 1952 Sunbeam Talbot 80. A very nice car, which consisted mainly of fibreglass. I remember repairing the silencer with an old tin and fire clay – the days before the MoT! Then a 1939 Morris 8 series E, followed by an Austin A40 Somerset, which was eventful. Going to Scotland to visit my parents, it was misfiring eventually coming to a stop at Scotch Corner. Fortunately, I quickly traced the fault to the distributor carbon brush having seized in the cap. We continued, but overheating badly we coasted down all the hills to Glasgow, filling a bottle with water from the occasional ditch. On another occasion the car came to a stop in M6 building roadworks just north of Birmingham, causing a fairly major traffic jam. A policeman arrived on a motor cycle and started to push the car from the front, whilst my friend pushed from the rear, with me in the driver's seat – his reaction – “ ee you do make life bloody difficult!”

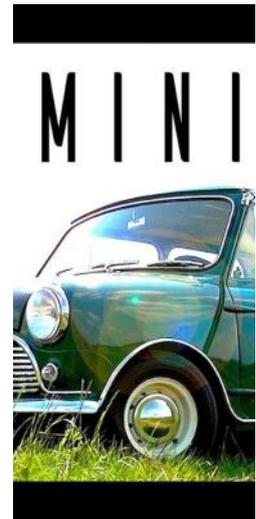
Looking to replace the A40, I considered an AH 'frogeye' Sprite, a TR3A and a Mini. I don't know why, but I bought the Mini. I suspect had I bought the TR3A, I would still have it. I kept the Mini for 15 years during which time I also had a Rover 2000, at the same time as my father had his Triumph 2000's. I was able to make a good comparison between the 2 vehicles. Had the Rover been fitted with the Triumph 6 cylinder engine, it would have been a perfect car – in the end they brought out the 3000. Compared with the Triumph engine, the Rover engine was a 'sod' of an engine to work on, as was the De Dion back axle with inboard disc brakes,

After this I had a succession of company cars, mainly Volvo.

Back in 1952, when I was 9 years old, I remember seeing a TR2 and was so taken by it that I said to my father, one day I am going to have one of those. Fast forward to my retirement and my thoughts returned to that memory. In deference to my wife, who is disabled, I decided on the rather more user friendly TR4, rather than a sidescreen – bizarrely passing up a TR5 (£8,500 at TR Bitz) along the way!

A moral lesson. When I went to TRGB to see a TR4, whilst looking round their premises, it was sold to someone else. A few days later I got a call from them to say that when the guy who bought it got home, his wife told him “you are not having that!”. Fortunately, my wife was with me when we went to view the car.

*Gordon Staple.*



With thanks .....



Not every TR Register member ordered this special plate ....up to 70 remain unsold at the Office. IF you want one then be quick before they sell out. The £10 cost all goes to NHS charity.

# What Katy did next !

Episode 3



In last months episode, you will have read how Phil & I were chuffed to fix the intermittent overdrive problem Katy had when we purchased her. Well, we think that Social Distancing and the current isolation rules have upset her. Phil went for a post Covid-19 drive in her and after the first O/D engagement, it refused to work. That was a couple of weeks ago and since then we have taken her on another small TRip (I can call it that as Phil was in Katy and I was in my TR5). Guess what? On driving down a bumpy side road, the O/D engaged and has worked as it should ever since.



Back to our RBRR preparations. The event is still planned to proceed in the first week of October, with a final decision being made mid August, so we had to decide what we did to Katy next? RBRR is a 48 hour slog around the UK, with much being undertaken at night, with that part of the route being in the wilds of Scotland and Cornwall. Wanting to have some chance of seeing where we are going we decided to upgrade the factory fitted lights to halogen units. Also, with us needing the lights to be working for long spells, we wanted to fit a relay to give the switches and wiring a bit of help.



We did this work, pre lockdown, but before starting, asked for views from the TDC (Dolomite Club) and you guessed it, we got various opinions. The one thing we did find out, was many RBRR entrants have had lighting issues over the years and to have the lights switch off as you bat along a dark Scottish country road is not good for your heart rate. Having decided on Halogens, Phil started surfing the net for the various parts we would need and we set about taking out the old sealed beam units. Things came apart quite easily and we even remembered to put a couple of boot marks on the garage door, so we could set up the new lights correctly (I say boot marks, but really it was some insulation tape and if we thought we could set them up properly, we were mad. Anyhow, it made us feel as if we were trying to do it properly). All the work went reasonably smoothly, with the biggest task being to identify which wire was which, so we could add in the relays to both Main and Dipped beams. We got it right and the photo's attached show our progress. Unfortunately, we didn't take a shot of the lights being on before we started the work, but we have convinced ourselves the halogens are better. You will see that Katy also has a plaster on her front Triumph badge; this was to hold the badge in while some appropriately placed mastic could set. The badge was loose and rattled when we got her.



It is just over 3 months before RBRR, which will fly past very quickly. We had hoped for many shake down trips to test Katy out, but that has not been possible. We are therefore proceeding in the usual Phil & Mike way, of a Wing and a Prayer, but do have further maintenance we would like to undertake. Read the next edition of Trunion to see What Katy Did Next.





Pierre

### WHAT A DIFFERENCE A YEAR MAKES - \_ ONE STORY!

I know that any one of us could have done this but hey !! What a contrast. The 2019 exploit was a grand tour to and around Italy shared with David and Pat Dawson in their Lotus as members of a tour group of nearly 40 mixed classics ranging from a 1938 Jaguar SS to a 2014 Bentley Continental. A most excellent and enjoyable trip all round – I would do it all again, although preferably in cooler weather as more than 40°C every day was just a little too warm for us. No significant mechanical problems with the car, just one dodgy electrical contact for the engine cooling fan and the almost inevitable overheating fuel pump for the PI system. Some other participants did not fare so well. You can read my brief report on the tour in TRunnion 2019/4 for July/August 2019 that can be found in the LVG website.

	2019	2020
<b>29 May</b>	Leave home for drive to Dover then Calais to Ypres.	HERO VTT*. Walk to supermarket for newspaper.
<b>30 May</b>	Drive Ypres to Dusseldorf to catch the Night Jet overnight motor rail service to Austria.	HERO VTT. Tripped and fell in supermarket – damaged ribs. Evening Webex virtual meeting with ex work colleagues in the USA and Europe.
<b>31 May</b>	Wake up in Innsbruck. Drive through the Alps (Brenner Pass) to Verona in Italy.	Did not go to Elvedon Classic car show.
<b>1 June</b>	Drive Verona to Florence.	HERO VTT. Walk in local fields.
<b>2 June</b>	Day in Florence.	HERO VTT. Lovely afternoon in the garden with Mike Chris Tyke, Phil and Sharon.
<b>3 June</b>	Drive Florence to Pisa.	HERO VTT. Missed LVG Wed evening meeting.
<b>4 June</b>	Morning in Pisa then drive to south of Rome on the worst road surface EVER.	HERO VTT. Nothing.
<b>5 June</b>	Coach to Rome then sightseeing.	HERO VTT. Walk in local fields.
<b>6 June</b>	Drive Rome to Sorrento.	Walk to Stevenage to buy printer cartridges.
<b>7 June</b>	Drive to Vesuvius, walk to crater and bought best ever fresh orange.	Walk in local fields.
<b>8 June</b>	Drive along Amalfi coast to Paestum.	HERO VTT. Nothing else.
<b>9 June</b>	Turn North to start return journey. TR fuel pump overheated.	HERO VTT. Short meeting in the garden of the Aston WI committee.
<b>10 June</b>	Drive to Assissi. TR fuel pump overheated again.	HERO VTT. Lovely chat in the garden with Chris and Pat despite prolonged heavy rain.
<b>11 June</b>	Local bus to Assissi for sight-seeing.	HERO VTT. Lovely chat with Brian and Lynda. Many thanks for the tasty chocs.
<b>12 June</b>	Drive Assissi to Ravenna – arrived in cloud of steam!	HERO VTT- last individual navigation challenge. Nothing else.
<b>13 June</b>	Drive to Verona after fixing intermittent connector for the electric fan.	Walk to supermarket for newspaper. HERO VTT try to solve the final omnibus challenge
<b>14 June</b>	Sight-seeing in Verona.	HERO VTT solved final omnibus challenge

<b>15 June</b>	Drive to Innsbruck - Brenner Pass again.	HERO VTT - FINISHED. But what to do now?
<b>16 June</b>	Sight-seeing in Innsbruck. Board the Night Jet motor rail for overnight ride to Dusseldorf. Missed the LVG meeting at Broom.	Nothing.
<b>17 June</b>	Woke up travelling along the West Bank of The Rhine – arrive in Dusseldorf for breakfast. Drive Dusseldorf to Calais. Boat to Dover.	Nothing.
<b>18 June</b>	Drive Dover to Aston	LVG Zoom meeting. Only 10 participants – where are all the others?
<b>19 June</b>	Exercise the washing machine	Walk to supermarket. Chinese take-away with the neighbours in their garden.
<b>20 June</b>	Nothing	Walk to supermarket for newspaper
<b>21 June</b>	Drive to Southwold for the TRR Coast to Coast	Nothing else planned except for a local bicycle ride - weather permitting. Not even the LVG 3 <sup>rd</sup> Sunday mtg!
<b>22 June</b>	Drive Southwold to Wellesbourne	Nothing.
<b>23 June</b>	Drive Wellesbourne to Aberystwyth and Devil's Bridge.	Lovely chat in the garden with David and Pat.
<b>24 June</b>	Drive Devil's Bridge to Bay View Hotel near Tenby, S Wales	Nothing planned.
<b>25/26 June</b>	Enjoying S. Wales with the LVG	Nothing planned.
<b>27 June</b>	Leave Wales for Ross-on-Wye	Evening Webex virtual meeting with ex work colleagues in the USA and Europe.
<b>28 June</b>	Drive Ross-on-Wye to Aston	Nothing planned.
<b>29 June</b>	Nothing	Nothing planned.
<b>30 June</b>	Missed the TRR East Area Gathering at The Manger	Nothing planned.
<b>Distance travelled in the TR during this period</b>		
<b>2019 3500 miles</b>		<b>2020 28 miles</b>

\*HERO VTT. **H**istoric **E**ndurance **R**allying **O**rganisation. Check out their website at [www.heroevents.eu](http://www.heroevents.eu) to see just what this organisation gets up to, such as renting out fully prepared classic rally cars, called Arrive and Drive and arranging events on the best available roads.

VTT. Virtual Table Top rally. This is a series of weekday navigation challenges using Ordnance Survey maps provided by HERO. Each day, you have to find the required route that is defined by one of half a dozen or more different methods and then extract very specific information based on your chosen route to enable you to answer a rally themed question posed at the following weekend. HERO has run two series of challenges: Round 1 completed in May and Round 2 completed in June, there are no big prizes and there is a cost of £5 per week to enter. The money received from Round 1 has all been donated to the NHS Charities Together and currently totals a little over £13,000. Round 2 (ongoing as I write but ending in early June), is in support of their own Initiative called Starter Motor intended to put in place and support apprentices in the world of historic motoring. Surely something that all owners of classic cars will value and is therefore worthy of support.

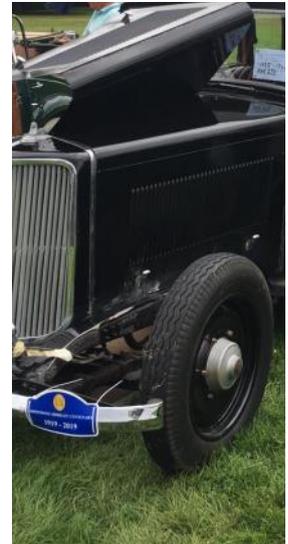
## Part II - Front End rebuild of 1936 Armstrong Siddeley 17 hp saloon

So, on returning from the 100<sup>th</sup> anniversary of the Armstrong Siddeley marque, it was time to reevaluate my restoration strategy.

Refitting the now repaired front wings just didn't seem right when the adjacent panels were so full of rust and old filler and the front suspension and steering should certainly have a thorough inspection. So off came the bonnet and a front-end strip down began.

The valance panel is a horizontal 1.8m long V shape 16-gauge steel piece, moulded over the chassis rails and across the front of the car. It reaches back to the ¾" plywood bulkhead (so no fire risk there!) and was covered in filler, 12mm thick in one place. Previous 'plate over the top' repairs had created the usual metal – rust – metal sandwich. As the Valance has three dimensional curves, I repaired the splits with Oxy-acetylene welding, but the long (2D) tail sections were MIG welded in place, then hammered, trimmed and drilled. Fitting new bodywork is pretty satisfying, but knowing it's got to come off for painting etc. is quite a mental challenge. Always 'thinking ahead' is essential at all stages. With all the old steel sandblasted (Beds Blasting Services), £655 spent on four new wing brackets and a new spare wheel tub (N/S front wing) the outer surface was ready for filler – which took 3 days per wing. Then came the etch primer, primer, and multiple coats of cellulose. I've not analysed the hours spent at each stage, but from April 2019 to May 2020, my workshop log says 592 hours have been applied.

As to the running gear, the mechanical parts were washed and inspected: the Luvax shock absorbers were definitely



needing attention (£535, Graham Brown ex of Brown & Gammon) as were the 8 brake shoe linings for the cable brakes (£100 Auto Friction, Arlesy). Whilst the car has only covered 10,650 miles, it has stood on its wheels for 85 years. Unsurprisingly then, that the Kingpins had 55 and 70 thou vertical wear. Advice from several quarters in the VSCC world, was ‘so long as there is no lateral wear - ignore anything vertical’ and ‘half of the 1930s Aston Martins we see through our garage have vertical wear and continue to be safe’. Thankfully all suspension joints were greased and found to be OK, I painted the leaf springs with thick oil before wrapping with (4 rolls) of 2” DENSO tape. The brake cables just needed cleaning and adjusting; all electrical cables with cracked insulation were treated to soldered extensions and new heat shrink insulation. It was really coming together!

The huge 19” steel wheels with their 5.00 – 5.25 x 19 cross ply tyres had to look the part, I had the rims blasted with the ‘rubber on’ – careful masking enables the rims to be painted – and what a difference! I wanted to return to the car’s former colour scheme of the ‘black - red – black’ sandwich style, and I believe the original red was maroon, but which can look quite undistinguished in poor light. A trawl through the colour charts led to one false start with RAL 3004, but too purple in fluorescent light so I’ve settled on Richelieu Red. So far, I’ve only resprayed the bonnet sides. Extending the colour scheme to the rest of the car will now follow.

It’s taken the first month of Lock-down (March 2020) to get the front end completed, and I made 26 April 2020 (Drive it Day), my deadline. Yes, I drove AAK 233 out of the garage for the first time in a year - all of the 20 feet onto the patio. Success! But now for the rest of this 15’ x 6’ x 6’ monster of a car.

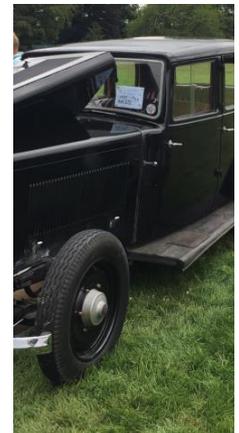
I’ve rebuilt quite a few cars over the years, but not as a rolling restoration before. I’ve learned and enjoy much about the technology of the 1930’s, the resourcing of parts and services etc., but confess I did not plan sufficiently well with this strategy:

- I didn’t have a pre-worked budget, and so I had little cash flow to make all this work happen in a short time frame. I had changed strategy, from ‘rolling’ to ‘restoring a complete chunk’, and hadn’t prepared!

- At the end of March 2020, I expected 'the wings off' rebuild to be completed in 3 months. Parts I took off I laid in boxes - in order – then I moved all the boxes - I lost the order! Lesson - DON'T MOVE STUFF!
- I too often thought 'Oh I'll remember how that went...' but didn't.
- I didn't take enough photographs. I didn't do enough drawings, and I didn't make enough notes in spite of keeping a daily Garage Log. On reassembly, I was surprised how often I wanted images 'in between' the pictures, notes and drawings I had taken. All these do save fitting something with all the bolts in the wrong places!
- There are varying qualities of parts and service suppliers, watch out. They are all expensive, even the bad ones. Such as heavy handed re-chromers who wreck irreplaceable lamp parts on their polishing wheels..... This story has ended reasonably, except my front side lights have now cost me £150 each! (A rattle-can of chrome paint is always worth trying)
- My worst re-assembly error? Three weeks spent not realising why the remote starter button didn't work. I'd tried to earth the starter solenoid - but only through the wooden bulkhead. Where was the required photo to show I'd earthed the solenoid to the wrong bolt? I now know - some bolts go to metal, but some only go through the woodwork!



Wearing down the brake linings to fit inside the drum



The next part of AAK 233's rebuild may not appear for another few years - but you never know....



## Standard Triumph Picnic and Hog Roast 20<sup>th</sup> September 2020

Mercure Walton Hall Hotel, Walton Road, Warwick, CV35 9HG

The original date for the picnic was in May 2020, so was cancelled following government advice. If the lockdown continues to ease then, hopefully, we can all gather in September to enjoy another great picnic.

Following the huge success of last year's Standard Triumph picnic, the pre-1940 Triumph Motor Club has organised another picnic with free entry to all members of all Standard and Triumph clubs. Walton Hall hotel is the venue for the 2020 picnic. The 4-star Mercure Walton Hall Hotel & Spa is 16th century Grade II listed building with a wealth of character. Situated within 65 acres of private grounds, the hotel is tucked away amid woodland and beautifully maintained greenland. There is plenty of parking for lots of cars so bring your TR, Standard or Triumph plus your own picnic or take advantage of the hog roast. Tea and coffee are also available from the hotel. The hog roast is priced at £7.50 per person with tea/coffee at £2 per serving.

Last year we had examples of most Standard and Triumph cars from across the years from the Triumph Gloria to the Acclaim. The TR Register area was jammed to capacity with all marques of TR but with over 100 TR6s as it was their anniversary. 2020 is the TR Register's 50th Anniversary so if you cannot make some of the other events to celebrate this important milestone then come along to the picnic. No need to book, just show up and enjoy the day. However, if you are planning to attend then please let the Events Committee know as it would help the hotel to have an idea of numbers attending.


  
**50 YEARS**  
**OF THE**  
**TR REGISTER**

Held alongside the National BMC & British Leyland Show, this event will celebrate 50 years of the TR Register and 40 years since the closure of BL Motorsport's Abingdon operation, so there will be a huge variety of other cars on display!

**BRITISH MOTOR MUSEUM,**  
**GAYDON, CV35 0BJ**



- \*Register for Free entry to the Museum for up to 2 people displaying a TR
- \*Special display and presentation on 50 years of the TR Register
- \*Awards for displays cars
- \*On-site catering or bring a picnic
- \*FREE Tea, Coffee and Biscuits for TR Register members.

**PRE-REGISTRATION ESSENTIAL BY 1ST SEPT FOR FREE ADMISSION**  
**ONLY APPLICABLE FOR MEMBERS ARRIVING IN A TR**

**SUNDAY 6TH SEPTEMBER 2020 | 10.00 - 16.00 (DISPLAY CARS BY**

**REGISTER ONLINE :**  
**WWW.TR-REGISTER.CO.UK**

**Attach and send your articles, please !**

IF possible .... Type it in TAHOMA , size: 10 ..... and attach finest quality photos you can as JPEGs.

*Thank you for your time and interest. We have some great classic memories in this issue and I am sure there must be more to come from many TRUNNION readers.*

*Keep me supplied with articles and I will keep sending YOU a monthly issue. Deal ?!*

*TR Register update as of 6 July 2020 ....*

## General Advice

Some key changes to Government guidance have been implemented to enable sections of the hospitality industry to re-open. However, none of these changes have yet given the green light for TR Register events, meets or road runs in groups to resume.

Tighter restrictions still exist in Wales, Scotland and Northern Ireland so, members in those areas should check on the guidance from the authorities for their particular region as linked below. Furthermore, as regional outbreaks occur, (such as seen this Summer in Leicester, England) local guidance may also change on a regional basis.

Cafés, Restaurants and Pubs that are able to reopen, will be placed under heavy restrictions to enforce social distancing. Many venues will be operating a pre-book only policy and all venues will be required to record the personal details of anyone entering their premises.

The following outlines the position relating to TR Register car club events, road runs and meets.

At the current time, the TR Register is strongly advising our organisers for local groups to continue to cancel all social activities and refrain from road runs or any other meets in groups, until further notice.

**Please do NOT drive in groups or convoys.** It is important that large groups of classic car owners do not congregate in particular areas, such as parks, or places of natural beauty. By all means, use your TR individually, we imagine many could do with a good exercise by now!

Please remember, as a club, we are not only ambassadors for our individual clubs, but also the classic car community as a whole.

Furthermore, Motorsport UK have stated that spectators will not be allowed at test days, race meetings and track days.

At this moment in time, we feel it strikes very much the wrong tone with the public to parade TRs through the streets and country lanes when many people are still in self-isolation within their homes or experiencing hardship or the loss of loved ones. The time will come, soon we hope, but it is not yet.

The latest advice, which applies from 4th July 2020, urges us to 'Remain Alert and Safe'. It's vitally important that club members drive with caution, as tighter lockdown measures could very quickly return following a second spike if guidelines are not followed.

We must remain mindful of our own safety and be vigilant on the impact of our actions on others.

In England, (the most lenient area of the UK in terms of COVID restrictions), public gatherings of more than **30 people are still prohibited in law** and there are heavy penalties in place for those that ignore the rules. Guidelines in England still urges us to avoid meetings of more than 6 people from different households in an outdoor space and two households indoors. As mentioned above, other areas of the UK such as Scotland, Wales and Northern Ireland may have even tighter restrictions. Read and understand the guidance from the links below. Also, certain areas of England that have experienced a regional spike in infections may also be subject to tighter restrictions.