



The

TRunnion

Communicating with Lea Valley Group and the world

Stay Alert with your TR

20207 AUGUST

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Monthly .



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



Ex-Triumph works TR4

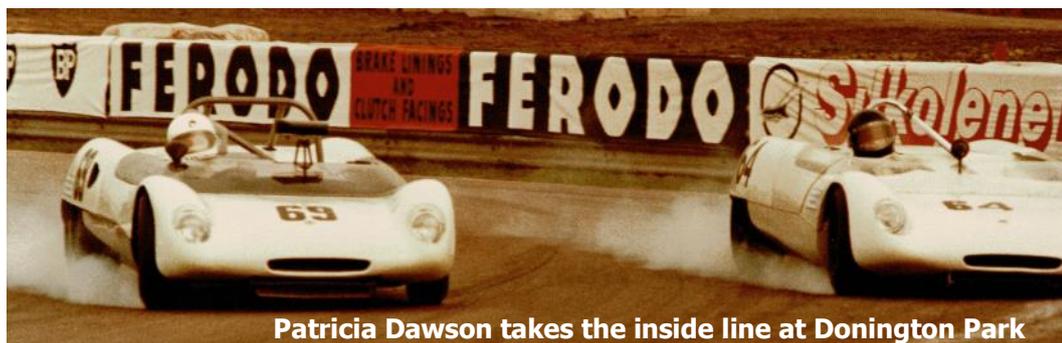
Ian Cornish, proud owner of 4VC, writes to Trunnion with details on the early competition cars featured in the last issue. He says: "PKV 376 is in Germany with Thomas Voglar—being rebuilt, I believe. Thomas is a good guy and the car is in excellent hands. Mike Ellis believes that PKV 365 was probably scrapped".



WHAT'S IN

- 2 - Editor's view
- 3 - G.L. thoughts
- 4 - A Dove tale
- 5 - What events?
- 6-7 He keeps onThanks Pete.
- 8-13 Motoring plus Pat & David Dawson

- 14 - She is back ...it's Katy
- 15 - Under a cloudy sky—TR4A
- 16-17 Just in Case
- 17-18 Triumph bugs bite Brian
- 19 - Blame Editor if not PC



Patricia Dawson takes the inside line at Donington Park

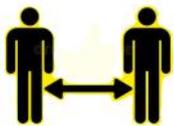


We will be back at our H.Q. The Cock Inn at Broom

.....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 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.**



TReditorial

We are all affected in different ways by Covid 19. It will be with us for some time yet and if some people are determined to break the rules and guidelines, then we are likely to have more spikes and a tough time ahead for the Autumn and Winter period.

Some people are now travelling further distances from their homes and they may possibly bring an unwanted present back home with them. Yes, it may all sound boring and some are trying to ignore it and wanting to focus on the "old normal" with additional care. I put myself in the category of others who are mindful of body distance, haven't been to a small local shop since March, do a fortnightly supermarket shop at a less busy time, go out for a circular drive and walk ...with coffee stop back at home.

I hope you are enjoying a TR drive out, which will put a smile on your face and in that moment, all will be OK.

Keep smiling and Stay Safe,

Chris.



NB I am sure that part of my therapy is producing Trunnion every month ...so keep the articles and photos coming in, without me having to chase.. Thank you.

A short note from our Group Leader about Life of Today ...

What a strange world it is in which we find ourselves right now . . . surrounded by an invisible menace presented unknowingly by those around us. Invisible yet potentially lethal. Therein lays the problem of course. How to avoid it? Simple in so many ways. Keep away from other people and set up a barrier to the menace itself. Seems obvious really but clearly difficult for many of us for any length of time.

Of course we get advice or is it guidance or mandatory rules from those who are supposed to know what to do in the face of threats to the population , but they are learning from events and new information as it becomes known and doing what they should do ie change their minds and edicts as new information becomes available.

Doesn't help everyone though, especially those who have responsibility for planning and providing services and facilities to others. I have now meandered around to the place I wanted to be at the beginning (those who know me will remember that if I can find 50 words to say something when 10 words would be sufficient for most people, then I will use all 50 of them, or in this case about 150.) The point I want to make is that our LVG events team is in the middle of a challenging period of planning events - or not planning in most cases. They are certainly between a rock and a hard place but continue to be optimistic despite having to balance between calls to either set up an LVG event or to attend someone else's event. In either of these instances there would be an element of responsibility falling on their shoulders should any LVGer have the misfortune to pick up Covid 19 at such an event. This is something none of us would want so it is perfectly reasonable that we, the LVG, have not participated in any event. The decisions have not been made any easier by the lack of clarity in the various statements coming from HMG. Having said that, the guidance from the TRR and from the FBHVC has been fairly consistent in saying don't do events unless you know and can demonstrate that you are compliant with HMG doct's that define the precautions to be put in place by event hosts (according to the landlord of our HQ pub The Cock, it comprises about 46 pages of statements and requirements that cover among many things the premises, staff, risk assessments and customer monitoring). Clearly more than simply being sensible and maintaining 1m+ distancing.

The single thing I would like to get across is that the event team are very mindful of the fact that our group thrives on events and are doing their utmost to keep the ball rolling, no matter how rough the ground may be. Well done Phil and Mike, keep smiling we're right behind you.

Pierre.



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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
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



The photo appears to be a head on view of a TR4 but looking through the windscreen you can see the rear quarter lights and rear window which show it's a Dove. The numberplate is a give-away too. It's fitted with a pair of combined spot/fog lights made by a company called Rival which was based in Addlestone, near Weybridge. These were an optional extra for the Dove at a cost (fitted) of £12-00-00 (pre-decimal currency). They are about 10 to 11 inches (25 to 27 cm) long and fit neatly under the TR4's front bumper. As the TR4A's overriders are mounted outboard of the headlights, the Rival light doesn't fit well.

I have one of these lights (rather rusty). One appeared for sale on ebay last month but I didn't see it until too late. If anyone learns of one of these for sale please contact me ASAP.

Jon Marshall.



I had to include the photo of Jon's Dove ... Ed.

Upcoming Events or Non-Events?

The COVID-19 virus is still causing havoc with classic car events, with them either being re-scheduled or cancelled. By now you will have probably seen that the TR 50th Anniversary Event at Gaydon has been cancelled along with the Standard Triumph Picnic and Hog Roast. The Round Britain Reliability Run that is organised by Club Triumph has also been postponed until the 1st – 3rd October 2021. There are however still a few shows that are hoping to go ahead but don't hold your breath!

The shows listed below are not necessarily TRR approved and you attend at your own risk making your own judgement if they are safe and COVID compliant.

Local to the group is the **Shuttleworth Beer and BBQ** which has to be booked online at £5.00 per head. Dates for this are the 8th & 22nd of August and 5th and 19th of September. Strictly speaking these are not classic car events but you can use it as an excuse to get out in your TR. www.shuttleworth.org/events/bbq-evening/

Monthly Meeting at The Cock 16th August. Although this is not an official group meeting due to TRR guidelines, there will no doubt be several members who turn up at "Headquarters" for a drink and possibly sample the fare provided by the new chef.

Zoom Evening Meeting Wed. 19 August, bring your own drink, invitation will be issued nearer the date.

Knebworth Classic Car Show on Sunday 30th August. This show is still in planning to see if it can be run in a COVID compliant manner. More details will follow, if and when we have them.

Sywell Classic Pistons and Props on 19th - 20th September www.sywellclassic.co.uk

Classic Car Drive In at Bicester Heritage 18th – 20th September. Morning, afternoon and evening showings of classic car films are to play within the 444 acre site: having registered online, enthusiasts can watch the film of their choice in their historic vehicle. There will also be a variety of clubs, dealers and specialists exhibiting outside of the film screenings.



The TSSC Herts & Beds Area
DUXFORD PICNIC
 IWM Duxford
 Jct 10, M11
 East Hemel Hempstead
 CB22 4QR
SUNDAY September 27th 2020

Bring your own Picnic!
 Classic Car Entry 9 am till 12pm (mid-day) don't be late
Event Entry Adults £16.00 each
 Payment by cash only please (all will be sanitised)
Full site access till 6pm
 TSSC Club Shop on site (No other traders)
 No Raffle or Refreshment Tent
 Covid Rules of the Day apply at all times
 Sorry, No Dogs, Stoves or BBQ's allowed
 CAA Airfield Regulations
 Entry via the main IWM carpark and signage
 Contact Pete Lewis. 01582 750943
 peter.h.lewis@ntlworld.com

TSSC Duxford Picnic 27th September at the IWM Duxford. Classic car entry from 9am – 12pm £16.00 per person, cash only. You can explore the rest of the IWM until the museum closes.

If you would like any further information of the events above please contact Phil or Mike.

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Events Team



The Matherings of Mancer

July looked much more like the “old-normal” – the pubs were open again, and a pint of draught Guinness was available at last – I have been making do with the canned stuff for months, but it just isn’t the same. Our home base at The Cock was open, with social distancing of course (something which is not possible actually in a TR), and it was good to see familiar faces at the gathering on July 8th, even if the British summer weather was not co-operating. Later in July, we went down to Cornwall for a few days in the campervan – however, as campsites have opened again under the Covid-19 regulations, we have had to provide our own private “facilities” if I may use that description. So we have taken delivery of a combined awning & portico tent – inevitably this has been given a title very similar to Dr. Who’s phone box – just one letter different.



Plans for the CACCC Falling Down Tour in September are going ahead – our hotel has confirmed that it is geared up to receive us, and it looks as though we shall have some 20 cars on the event. Incidentally, when checking for stopping points on the route via the internet, I found that many venues require pre-booking now to comply with the Covid-19 regulations, as part of the “new-normal” – something to bear in mind when planning tours next year, unless restrictions are eased by then.

Going back to the model railway world for a moment, recently I took delivery of a new loco (a Hornby 61xx Prairie tank for those anoraks in the audience). Now even model locos need a degree of running-in, and I duly ran the loco around the layout for an hour or so – or would have, until it came to a shuddering halt. Investigation showed that the screw securing one of the coupling rods had detached itself, and amazingly enough I managed to find it lying beside the track. This is where the fun started – the screw is tiny, and has a hexagonal head instead of a slotted head, so a small screwdriver was of no use. Eventually I stuck the screw to the end of a small Allen key with Blu Tack, and managed to refit it – but maybe OO scale is too small for my fingers and eyesight nowadays? Now I know why Mr. Chidwick runs a larger scale garden railway – he can use the same tools as he does for the TR.

Still looking at models (no, not that sort!), I was most impressed with Jon Marshall’s collection of model cars – not only with the total number (150) but the immaculate presentation of the TR’s in display cabinets. My paltry collection of some 30 Le Mans cars sits gathering dust on a shelf in the railway room – originally the idea was to build a model of the Le Mans pits with the cars lined up in front, but work on the St. Petrox branch line took priority at the time and has done ever since.

Inevitably over the last few months, the goggle box in the corner has been switched on more frequently than previously. My better half watched the new version of the “Van der Valk” series recently – but decided she still preferred the original 1970’s version and found a channel showing it (I think she fancied Barry Foster in the title role – I quite liked the look of Van der Valk’s wife). For those of you too young / too old to remember (delete as applicable), the series is about an Amsterdam detective, so plenty of views of canals with picturesque bridges etc. For me, the series lost a bit of credibility when one of the police cars came into shot – a DAF



for goodness sake! That seems almost as unlikely as competing in one of them on the RAC Rally – oh, hang on a minute, that was us! After retiring on the 1975 event on the last night in the Lake District, we finished the 1976 RAC Rally in 66th place – in a DAF 66! Luckily after this, owner/driver Tim Stevens then got the “rubber band bug” out of his system, and his subsequent rally cars were more conventional vehicles (Avenger, Sunbeam Ti, Sierra XR4x4). I ended up buying the DAF after it was retired from rallying, and it was used as a shopping/commuter car for several years, as well as for local club autotests and night road rallies – autotests were good fun, as the car (in theory at least) was as quick in reverse as forward with the automatic “rubber band” transmission. Night road rallies were very much in vogue still in the 70’s & 80’s - the highlight of my driving career with the car was coming 3rd overall behind two Escort RS1600’s on one event – but more due to navigator Frank’s prowess on the maps than my efforts at the wheel. It’s amazing that events were still authorised at the time and we were allowed to go charging around the country lanes in the small hours – some of the top boys in hot Escorts and the like were seeing speeds well over 100mph on the straight roads in Norfolk – just would not happen today.

So there we were at home having lunch one day recently, when the peace of the Close was shattered by the sound of – surely not a TR? Lo and behold, but none other than Brian & Linda Chidwick arrived in “Dirty Girl”, which I have to say looked remarkably clean. However Brian must have been experiencing terminal understeer recently, as the front of the TR featured a number of aerodynamic devices (flaps / wings / spoilers, or possibly rally plates) to promote more downforce. The problem may well have been caused by the weight of a box of railway magazines wedged behind the seats, thus causing the front wheels to become a bit light. Delivery of said magazines was claimed by Brian to be the purpose of the visit – however later evidence showed “Dirty Girl” parked outside a well-known local hostelry – amazing the lengths some people will go to for a pint.

Finally, here is a cautionary tale for your consideration. Driving back from seeing the family in Christchurch recently, just a few miles up the road our campervan was assaulted from behind by a Jaguar XK8 – not a case of bad driving or inattention, but the poor chap at the wheel suffered a minor stroke or blackout. Fortunately speeds were low (about 20mph), so damage to the campervan was relatively minor (broken rear bumper moulding and electrical socket), although the Jag did not get off so lightly. History was repeating itself here, as some years ago I was sitting in a stationary traffic queue in our old Mazda Bongo camper, when the lady in the car behind had a moment of inattention – she managed to do more damage to the Bongo than that suffered by the VW. The point of this tale is that the Jag (a 2001 model) was clearly the owner’s pride and joy – how would any of us feel if our TR was attacked from behind, or worse still, a medical issue caused a shunt?

Finally finally, going back to the topic of model slot car racing again (see previous issue), I have just seen a video of the best model race track ever – it replicates very accurately the Monaco G.P. circuit – including the various gradients up and down, the tunnel, the pit lane, even a bit of the harbour (but not real water) – fabulous!

Pete Muncer



Dawson Motoring

.....RaceRally Road

At the behest of our Trunnion scribe the Dawson's cars/transports and their usage over the years.

Our first sports car in 1963 was, needless to say, a 1957 Signal Red Triumph TR3 named Dirty Gertie (?friend of Brian's Dirty Girl!) used daily and competed occasionally in Driving Tests (parking in boxes, stopping at specific points, navigating cones etc), David also used to do night rallying with a friend as navigator and it was he who introduced us to motor competition. Early venues that come to mind, notably Brentford Market, Hatfield College and what is now Roaring Megs(Stevenage) ,then a field. Until recently we thought the TR3 scrapped but have discovered it is residing in some ones garage somewhere. Also owned by Pat, used on a daily basis, was a Jasmine Triumph Tigress 250cc scooter, lovely machine, very quick!

With the TR3 getting a bit ragged round the edges we purchased a 1962 Signal Red TR4 which again was the everyday car and competition car again using it for Driving Tests but also added Autocross (precursor to Rallycross) to our abilities, most of these events were held in farmers fields, some huge, around the Buckinghamshire area. After a while decided that the TR4 was not up to this punishment and by chance met another competitor who happened to run a car scrap yard so we then purchased a three legged Frog Eye to do competitions in, purchased the extra RH corner and set about producing a competitive Autocross car, it required a total rebuild which we did in our single garage with welding gear etc, David rebuilt the 848cc engine, offset bored it out to 1106cc plus usual bits, weber carb etc, it was a very competitive car but we had to change the rear axle for a Ford as the BMC could not cope, also the gearboxes were not strong and used to blow up – so in went the MK4 version , we also fitted a Salisbury LSD .

We sold the TR4 and purchased an 1965 Austin Mini Cooper S 1275cc, which again we used for Driving Tests

...and AIR



TR3 sprinting at Eelmoor Plain, Hants.



TR4 Autocross at Hillingdon

and as every day car, we also used it to tow the Sprite – NOT A GOOD IDEA – trying to stop at roundabouts was not funny. Anyway onwards came the day a Company car arrived, sensible towing vehicle whoopee! Mini was retained, we both competed in the Sprite all over South & East of England, very competitively, sadly there were never very many ladies competing not that it made too much difference as it was all for one and one for all! It was a great time and we made many friends over this period and won lots of Duckhams Oil, very handy.



1967 Mini Cooper 'S'
green/cream

We parted with the Cooper S when “bump” and I could not fit behind the steering wheel, David continued for a time competing in the Sprite but then, what had been a very social Sunday day out became professional Rallycross on racing circuits, Brands Hatch for one, so we returned the Sprite to road use and sold it. We then had a break from competition driving for a while but David got itchy feet and started looking for a car to go circuit racing in, as he usually does he investigated thoroughly what sort of category of racing he would do, this ended up being in a new series for sports racing cars. The car he found, was to say the least, butt ugly, however, it did comply with the new series, upon further investigation having run (as purchased) for a season we decided to investigate its history further and it turned out to be, having stripped off all the extra fibreglass body work, a beautiful Classic 1963 Lotus 23B rear engine sports racing car appeared fitted with a BRM F2 1 litre engine (we had also acquired at the time the spare engine that the owner had (another BRM) these engines were very competitive in their time and this particular car was very successful in its time, the engines known as screamers would come on Cam at about 6,000rpm giving 133 bhp. When we had the car, which would have been mid 70s, these engines were becoming very scarce and parts almost unobtainable so we sold both engines to someone who ran a Lotus 22 single seater.



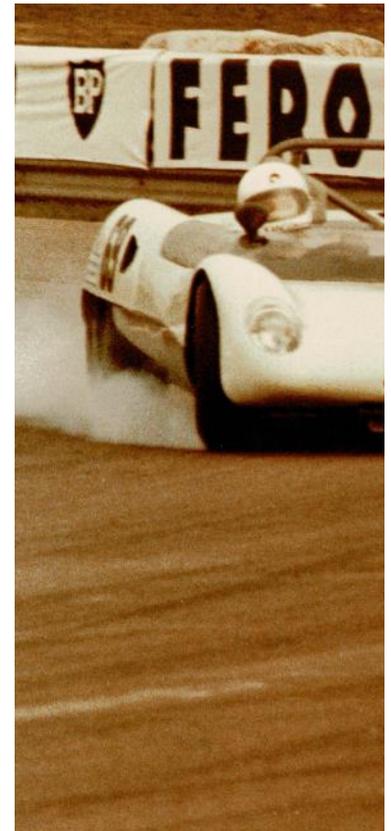
Autocross Sprite

So now with the Lotus back to its original body shape, we took out the long range tanks that had been fitted (it had been raced at Spa and other such circuits) it already had all the correct running gear and electrical bits and pieces. It now required an engine of “modern” design on came the search for a 1600 Twin Cam, we don't now remember where we found one but they have special strong blocks and are now very difficult to find. So with the engine rebuilt to perfection and suitably

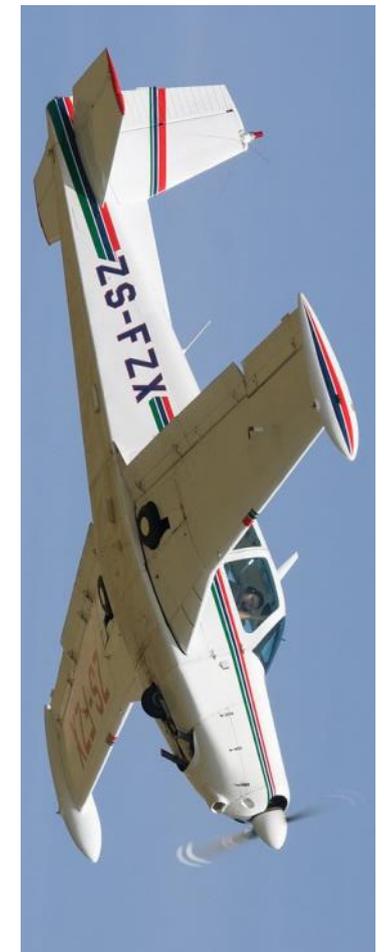


Lotus 23B

tuned it was mounted in the car and mated to the rest of the working parts. We just ran with a small “bag tank” for fuel as the races we were about to do did not last very long. The 23B topped out at around 135 to 138 mph on long straight circuits such as Silverstone and Thruxton. So for about 7/8 years we took turns in racing the car on the UK circuits with great success and much enjoyment. The car was eventually sold to a couple of experienced gents who did a long distance race at Spa, unfortunately it retired. The car is still around and we hope being raced and enjoyed – it really was a delight to drive.



Fast forward a few years, we stopped racing and went flying, both got our Pilot Licences at Luton Flight Training (no longer in existence) and spent many happy hours visiting various countries, we even took one of the aeroplanes back to the factory in Italy, near Milan, where it was built in 1965 before being shipped to the States as a promotional exercise. We already had an Italian aircraft of the same make but it had load and distance limitations and we were looking for something with greater capacity of both, the USA had a broad sheet named Trade-a-Plane which was their equivalent to Exchange & Mart and more – looking through the paper one day Pat spotted an advert for same make plane but with bigger everything, in California, anyway long story short, we contacted the owner (who flew B17's out of Italy in WW2) to get some info on said aeroplane, we met him eventually at Heathrow on a stop-over flight, decided we liked look of the plane and agreed to visit Sacramento to have a look, we spent two weeks holiday staying with them, flew the plane and decided to purchase it, next move was to get it flown over which we did with one or two hiccups along the way it arrived at Southend, this was in 1989 we kept the plane for 10 years it now belongs to a flying group based at Norwich Aerodrome. The make was Siai Marchetti S208 (now part of Augusta Helicopters) with a Lycoming 260hp engine. Again a lovely way to travel. As with Classic cars none of these planes are young and require as much care and attention as your Triumph road car but they do become expensive if they are a factory built item as specific servicing has to be done every year, you cannot do it yourself. So end of Italian planes, but onto Homebuilt.



Example of a
Siai Marchetti S208

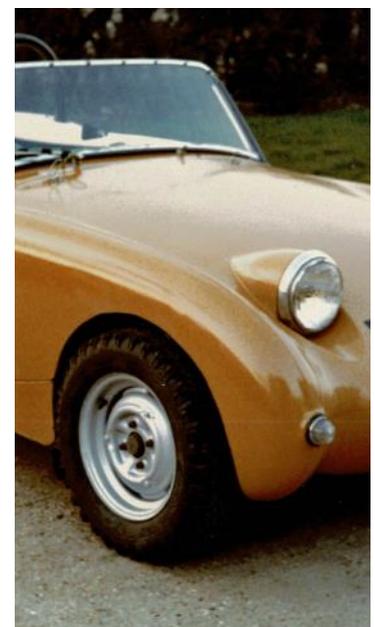
David fancied building a plane himself, in the USA there are dozens of homebuilt aircraft shops turning out kits of all types and sizes which you can purchase and import. So in 1998 he purchased a kit for a Vans RV6A (2 seater) and

coincidentally at the time a workshop had been set up in Ireland for apprentices to the aircraft industry at Sligo, it was agreed that the fuselage would be built by the apprentices and David would build the engine and other parts at home in the garage, so all parts went to Ireland to be assembled, zillions of rivets required to be fitted, all went according to plan, David finished the engine etc and took all the parts in the car over the water to be assembled onto the firewall of the aircraft. All was finished and approved, next came the flight testing which was done by a qualified test pilot over a few days. It was then decreed to be airworthy and David then had to be instructed on how to fly this particular aircraft, that done he and the test pilot flew it back to the UK, we had it for a 10 years and then sold it on, it now lives somewhere on the South Coast. This aircraft was very quick, about 145 knots in cruise and would operate on a 500 metre runway.



TR5 WITH VANS RV6A, RAF HENLOW

Hope this is not boring you all! We are now back to cars. 1968 Triumph TR5 to be exact, having got flying out of the system we got back to ground level and thought about a classic car, originally David looked at a TR3 but his back told him no way. Eventually we found a very nice, well looked after TR5 near Poole but owned by someone in Sussex? A deal was made and we picked car up and drove home, having first sorted out injection system to get it running properly, also we were not too sure about the radiator so with fingers crossed we set off to tackle the run home and the M25 on what turned out to be one of our hot days! Eventually arrived home huffing and puffing, that was just David, both had got rather warm. Onward TR5 was fully rebuilt, re-sprayed, re-upholstered and carpeted, it already had a new mohair hood the next thing to do was use it. We purchased the car with the intent of touring with it, primarily in Europe, which we have done, it has been through all the countries to get to Croatia, to France and to Ireland and of course UK and LVG trips, a lovely comfortable car.



Next up came the 1980 TR7V8 not that we were looking to buy another car at the time but it was for sale in the local Bedfordshire paper so we went and had a look, as you do, there was this gleaming red beast, a little careworn in parts but otherwise stunning, the owner had to sell as his house was subsiding due to Bedfordshire clay so home the car came. We spent some time sorting it out to what it is today, it started life as a normal TR7, registered to BL, then sold to Haymarket Publishing who upgraded it to a V8 in about

1981 (we think used for rallying?). It was purchased again 1991/2 by an enthusiast who threw money at it to make it become as much like a TR8 as possible. The engine is a 3.9 litre Rover SD1 built by RPI giving about 260 bhp, it also has power steering and LSD. They really are lovely cars either in standard form or otherwise and it is a shame they are not better recognised. Trevor as the V8 is knows has done quite a bit of European travel, when we first had him we went with 6 other TR's, down to the Peloponnese in Greece, driving all the way to Italy and then onto a ferry to Patras. We made a lengthy trip to Norway a few years back driving up from Denmark where we had trouble with ethanol fuel, little power from the V8 until we found some Shell Super in Sweden, also it was a late spring so there were days when we had snow – bit lively! We have also travelled to Spain a couple of times and done lots of UK trips and LVG outings.

We also had, for a time, a very nice Dark Blue Stag, which again was used for touring, we never had any problems with overheating, they are really very comfortable cars with good amount of space for luggage. Last but not least currently in our stable are two Lotuses (or is it Lotii) the 1973 Lotus Elan +2S that we have had for 6 years, again for touring, we took it to Sicily a couple of years ago, last year we toured a very hot southern Italy without a problem. The final car was purchased on a whim, we don't usually do such things but as we have got older we're not as bendable as used to be so decided it would be nice to have more space and air conditioning, it is a 1992 Lotus Excel (2+2) last but one of the final production of that model, we had hoped to take it to France this year but it was not to be so it has been used locally instead.



Patricia D.

NB The Sprite is still on DVLA Register. Built in 1960we owned it in 1965



S208 Italian factory visit, Milan

Pat,

The Autocross TR4 ...is that you driving? Although I have completed the article, I have just now enlarged this photo on the monitor and noticed what looks like a guard across the grille. Can you explain more about this ?



Chris,

Yes it's me! I seem to recall that we took the headlamps out to save them from damage. At this point I have just gone down a large hole which did shift the body somewhat.

What Katy Did Next (episode 4)

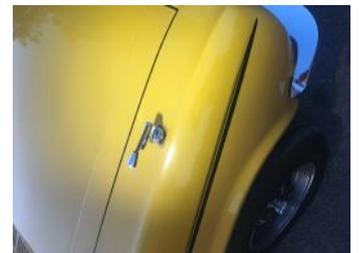
The RBRR is getting closer and a decision will be made in a couple of weeks if it can proceed this year or not (a decision is likely to have been made by the time you are reading this). In the meantime, Phil and I continue to use and some could say, abuse Katy!! Being a one lady owner 55K mile car (read the first episode), we want to keep as much originality as possible, although making some 21st Century upgrades for safety and reliability reasons. One of these is the spare wheel, How can you improve the spare wheel, I hear you ask? Well, when we got the car, the spare was original and unused. We didn't want to rely on a 42 year old bit of rubber as our saviour if we got a puncture, but did want to keep the originality, so sourced a spare wheel on eBay (£26 bid) and have fitted a new tyre. When we come to sell Katy (said in smaller font in case she hears that²), we will replace the original spare. If anyone wants some 1978 unpolluted air, make us an offer.



Earlier I mentioned abuse of Katy; Phil will call it general wear and tear. As the part owner of our lovely old girl I call it careless, for someone (Phil) to gently knock into the offside wing mirror and cause part of it to break off. He redeemed himself though, by sourcing a new stem (before he told me). I am not sure if he tried to replace it before giving me the news, but with 42 years of general deterioration and rust around the retaining nut, it was a 2 man job to just get the old unit off. In the end with us both masked up, we managed to shear the shaft and lift the old unit out of its hole. That simply revealed a bit more rust had grown under the original fitment, so a rub down was called for (who doesn't like a good rub down??). Neither of us rush jobs, so at the moment we are at the point of getting a bit of rust inhibitor before we slap on some undercoat and yellow paint and refit the new part.



Well that's about it for this episode, but with us now able to get out in our cars, Katy has been used at every opportunity. The longest Trip has been around 100 miles, but that is a lot more than she was getting until we purchased her. If RBRR is going ahead you can expect a call for a charity donation in the next Trunion article of What Katy did Next.



Mike Aldridge. ... Stop Press: RBRR cancelled 2020 ...now to be October 2021





Hi Chris,

It's a 1965 TR4A. I purchased this as a project car back in 2015. After acquiring the car, I stripped it down to bare metal, removing all panels in the process and repairing where necessary prior to sending it away for paint. Since then I have replaced the prop shaft, drive shaft and diff. I had to upgrade the seats as well. More rec ently it has had a complete engine overhaul with Stage 2 head, larger pistons and fast-road cam fitted. Keeping up with modern traffic is not a problem now !

Mike Rawlings.

Classic TRavel Luggage

Not exactly an exciting subject, I know, but having dealt with Christalle's desire to take the kitchen sink with us whenever we go away (even on a plane!), I consider myself an expert in logistics.

Pat Miles is also an expert, but she manages to survive TouRs without the need to load up the car via boot racks etc. Sadly, no amount of discussion could get Christalle to comply with minimalistic TRavel, so a few years back and before our first LVG Trip to France, I bit the bullet and purchased a boot rack. Not cheap at around £200, but a quality product that keeps harmony in the Aldridge household (and TR).

The search then started for a suitcase befitting of the 1960's and eBay became my constant companion. My initial search for "vintage suitcases" revealed endless cases being added daily and showing just how much luggage from the past 50 years is still about. Most don't sell as the 21st Century traveller realises that weight is the enemy and shipping trunks from the steamship era look great, but are far from practical today. There is also a lot of real rubbish put up for sale, usually with a description of "good for display prop or up up-cycling project". Well, if you have managed to read this far, it is probably only right that I pass on some of my "expert" observations. Initially I went for what you could call "forces demob" cases. These seem to have been issued for nearly 30 years from the 50's, but are made from fibre board and despite looking great on the boot rack, are useless if it rains. Those of you with a logical brain will say why not cover this type of case with plastic? A great idea, but having done that (I used a large clear plastic bag, also sourced on eBay), you realise that, without vacuum packing, the darn thing rustles and sounds horrendous as you thrash down the autoroute at 70mph. In short, Christalle already thinks top down motoring is like being in a tumble dryer without flapping plastic getting in the way of such a nice exhaust roar. If you did want to get one of these cases, you can pick up a serviceable one for around £30, although many are advertised higher. You don't need to pay more, just be patient and one will come along (quite quickly).

Plan B.

Quite by chance I stumbled upon a case made by the now defunct Heston Aircraft Company. They used aircraft grade aluminium, which made the case lighter than its fibre board cousin and also with the benefit that it is waterproof, so no flappy flappy problem. These cases when originally made were painted green with a lighter green double line on the top. Some fancy shops buy them and strip the paint giving a very nice shiny aluminium finish. They also advertise them at a very nice high price. Later cases were manufactured to similar designs by Astral Luggage Company, but still in lightweight aluminium. All these cases are not as common as the demob sort, so don't come up as often, but with perseverance you can pick one up for around £50. I have 4 now and got the cheapest at £38 inc postage, with



the most expensive being £59, but it was from a charity shop, so I pushed the boat out.

That's probably enough on such a boring subject, but if you are looking for a case, most will come fully working, but without keys to lock them and just be careful that the handle is serviceable. After 50+ years my handles are not like they used to be!!

Mike Aldridge
TRavel adviser



Motoring Memories, Mistakes, Mishaps (60 years of Hard Road)

Part 2 : The Triumph Bug Bites

In Part 1 of this trip down Memory Lane, I briefly mentioned my first foray into the 4-wheeled world. Although I had had a few driving lessons as a student in Middlesbrough, I failed my first driving test which unfortunately coincided with my final exams but didn't quite go as well. Consequently, a little later and buoyed by the success on 2 wheels, my friend and I decided to buy a car each and get some driving experience. Mine was a Standard Super Ten purchased from a bomb-site car dealer that I haggled down from £40 to £34. I thought I had done well but motoring life is a learning curve! Nobby did a bit better, buying an imported Citroen 2CV from a Swiss work colleague for a similar amount. We clocked-up quite a few miles together in each car, with L-plates and were fortunate never to get stopped as neither of us had a full license for a car. However, after a few weeks I booked a couple of lessons with a driving instructor and passed the test in a respectable car.



Now free to travel at will, I drove regularly into central London from Beckenham and delighted in terrorising the owners of Mercs, Jags and Rollers around Mayfair, Park Lane and Hyde Park Corner. The mere sight of my three-tone (Green, Black and Rust) smoke bomb on wheels caused a parting of the waves wherever it went. 'Smoke bomb'? Apart from the rust the only serious problem with the car was oil consumption. Performance from the 948cc was quite good, probably due to the very loose engine. So loose that I carried a gallon can of cheap SAE50 oil with me, topping up daily and replacing it every week. I must have spent more on oil than petrol. I even tried some magic potions and additives but the engine was too far gone and needed a full rebuild. Although I did strip and rebuild my Royal Enfield engine (see Part 1), I decided that my lack of suitable equipment to remove, rebuild and replace a car engine was way beyond my means, not to mention my skills, so I opted for a reconditioned engine. This was far cheaper than scrapping the car and looking for similarly cheap replacement and would be an investment - wouldn't it?



Well, it was for a while and the saving on oil was starting to cover the cost of the engine but as a MOT loomed large on the horizon, the sloppy steering began to worry me. Fortunately, the house I was renting with a friend had a double garage with a pit so how hard can it be to tighten-up a Burman steering box? Actually not hard at all, provided you don't need the steering to self-centre. After 5 nights in the pit trying various degrees of adjustment, followed by disappointment driving to work the following morning, it was clear that rather more engineering knowledge was required. Alternatively, Plan B was "Why not buy a Frogeye Sprite?"

Having made regular visits to Brands Hatch I was hugely impressed with the Big Healeys but no way could I afford to buy one or insure it. However, the Spridgets were also very exciting and affordable and I especially loved the style of the Frogeye so that seemed a good first step on the Healey ladder. I found a likely candidate and got the train up to Golders Green and it was just what I wanted and in the right colour - Leaf Green. I had a test drive although the area was very built-up with narrow streets and parked cars. The very direct rack and pinion steering caught me out after being used to the Standard's slop and I hit a kerb with one wheel but with no damage other than to my pride! Having previously haggled the price down I made a reasonable offer, expecting some negotiation but the seller wasn't budging.

Back home, I decided to have a look at a local car dealer that specialised in Spridgets and Spitfires. They didn't have a Frogeye and I thought the styling of the later Sprites and Midgets was pretty boring in comparison to the Spitfires. Having seen the two marques racing I decided the Spit, in this case a Spitfire 4 (Mk.1), was probably a better option in performance terms and coincidentally also continued the Standard-Triumph heritage although little did I know then that I would never escape the marque. Ironically (or fortuitously) the Frogeye owner phoned me the same week to say he would accept my offer, but by then my mind was made up and I have never been one to go back on a deal.

Mechanically the first few years were trouble-free and the only major problem was a driver's door that an errant lady driver folded in half for me. At least the car was driveable with the door tied permanently closed until it was replaced by her insurers. The next mishap was my own doing. Following my housemate up the A20 from visiting friends in Kent, Bob suddenly slowed down to rubber-neck at some accident on the other carriageway. I was too slow to react and the Spitfire tried to mate with his Lotus Cortina.

The Spitfire bonnet is as vulnerable to front impact as an E-Type (although that's the only similarity) and went under the Cortina bumper and emerged with a badly dented nose. Bob's bumper was unscathed and he didn't even know what had happened until we got home. A proper repair and respray was totally out of the question so the next time I went home to Dover, Dad made a sandbag and found several interestingly shaped sections of hardwood and big hammers and we removed the front end and had a go at panel-beating. We got the worst of the dent out so it only needed one tub of filler followed by the pig of a job refitting it so that it shut properly. After much rubbing down of the filler, I decided the cheapest way to refinish it was matt black across the front and a large Triumph badge to cover the worst. Not the greatest panel beating but it didn't look too bad and I still have those tools, plus some proper hammers and dollies - I wish I knew how to use them.

Eventually, the lease on the house expired and the owners were returning from Greece and selfishly wanted to live in it, so goodbye to the double-garage and pit. Not only that, but the next stop was a flat in Balham, with parking on the road. That meant that the Standard which had been parked untaxed and uninsured off-road behind our garage waiting for a steering fix, had nowhere to go but the scrapyard. I have always regretted that and in recent years have occasionally looked longingly at adverts for rally-spec Standard Tens. That would make a great project now as so much can be done using a Spitfire engine and suitable upgrades to suspension, brakes and steering.

Brian Chidwick





Now, how can we say this in a subtle way , without causing any offence ?

LVG would like to have any extra person on the Committee to shake up some of the "old farts" and inject new ideas and ways of updating the Group.

Wearers of skirts or trousers may apply.

Please 'phone or email our Group Leader , Pierre

Thank you for your interest ...



Was that subtle enough ?