



The

# TRunion

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

**Stay Alert with your TR** 20209 October

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E: [chris.trunned@btinternet.com](mailto:chris.trunned@btinternet.com)

Monthly .

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



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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.**



## Keeping TRunnion Alive ....

Thank you to all contributors to this issue . A good response and I know many other readers will hopefully be thinking of sending me their thoughts and views of classic motoring .

We have another guest writer this month and a "scoop" for Trunnion! Paul Hogan and Dave Solomon have recently returned from Italy (followed by 2 weeks isolation) ...and before you see the article in "TR action", Paul has sent me his story along with a few photos.

Tony Bannard Smith has promised to log the next story of a TR3 rebuild and meanwhile as a taster, we have the front page photo. He never stops! I enjoy driving my TR3A but I think he enjoys the task of restoration even more ....but not all of us are mechanically minded, an oil change and grease round are about my limit these days. It does also help if you have plenty of workshop space and even a heated garage when required. Crawling around on a concrete floor without a lift or inspection pit is not much fun and the body doesn't endure it as much as it did years ago (me , not the TR).

Sadly, David Powell has to say farewell to his superb yellow TR6. For those of you who keep Trunnion on file .....read again Dave's article "Back from the USA" in the May issue 20204. I wonder if an LVG member will buy it ?

IF you don't want to write an article but you would like to air your views in just a few lines, then please write in. Yes, times have changed and we have WhatsApp as an extra communication tool but I hope you will agree that it is important to keep the old style newsletter alive !

My promise, dear Reader, is to keep producing a monthly TRUNNION ..... I just need you to email your selection of words !

*Chris.*

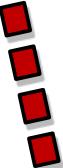
Send your Text as an attachment and any photos as Fine quality JPEGS to the Editor at :-

E: [chris.trunnioned@btinternet.com](mailto:chris.trunnioned@btinternet.com)

*Thank you.*



**Plans  
are  
a  
foot**



## And now for something completely different.

Have you heard about the LVG TR Grand Prix that we are organising on the Market Square in Hitchin? Two hundred high speed laps around the square with driver changes every 20 laps. The start will be Le Mans style with each driver "sprinting" to his car at the off. Help will be offered by mechanics to buckle you in, help find your keys and make sure you are wearing your glasses. Toilet, comfort breaks, are optional. Cups of tea and cake will be available on the back straight for a small extra fee, please bring your own cup. Entry forms will be available in large print.

If only that were true, sadly, it is more of the same for the time being with nearly everything being cancelled or postponed on the classic car scene. You will have probably seen that the Classic Car Show at the NEC in November has been cancelled and the same fate has befallen the Bicester Scramble. The Rule of 6 now applies to almost everything in an effort to keep the R rate down, so what can we do to keep the LVG spirit alive and driving? We are always keen to hear from you as to what you would like us to organise, just contact Phil or Mike on the Events Team with your suggestion or join in with the evening Zoom meeting and we will see what we can do.

Plans are afoot for the future and include a visit to the Vauxhall Heritage Centre, the Annual Members Meeting in January next year and the Kick Off Lunch after the meeting. The Vauxhall meeting can be organised in groups of 6 to comply with current restrictions. The AMM and KOL will go ahead if we can comply with guidelines that are current at the time.

There will be another Cars On Ramps at Robsport in the Spring of next year. The date is yet to be finalised as is difficult for Robsport to commit too far ahead in view of the ever-changing situation with the pandemic. This is a wonderful opportunity for you to get an up-close and personal look at the underside of your car under the expert eye of the Robsport mechanics. More details will follow closer to the time.

The "famous" LVG calendar is underway and will hopefully be on sale at the end of November. This makes a fantastic gift for loved ones; your Christmas shopping list would not be complete without the addition of several copies of this all-important aid to organising your busy life. It will be available by post, for a very modest fee, if you are unable to collect it in person. Obviously, an essential ingredient of the calendar is pictures of your TR. To this end please send your "snaps" to Pierre as soon as you can.

**Beer and Quiz Night,** I thought that would get your attention! There will be a virtual pub meeting, via Zoom, on Wednesday the 21<sup>st</sup> of October with a quiz as an added bonus. We will supply the prize for the quiz and you can supply your own beer (or whatever your tipple is). There will be a motoring theme to the quiz but nothing too taxing. All you need is your brain power, a pen and paper. The lucky winner

will be able to choose either a bottle of red or white wine. In the event of a tie there will be first past the post question. Please try and attend this new style event and make it a great success. The invitation is below, you will need to use the passcode. The meeting will start at 8pm with the quiz getting underway at 8.30pm which will give you plenty of time to solve any technical difficulties.

LVG Events Team is inviting you to a scheduled Zoom meeting.

Topic: LVG virtual pub Zoom Meeting

Time: Oct 21, 2020 08:00 PM London

Join Zoom Meeting

[https://us02web.zoom.us/j/89653278963?  
pwd=d2kzSm1nZ1ZpY1BvaEiLMVZBRWwvdz09](https://us02web.zoom.us/j/89653278963?pwd=d2kzSm1nZ1ZpY1BvaEiLMVZBRWwvdz09)

Meeting ID: 896 5327 8963

Passcode: 312001

*Phil & Mike Events Team*

*Hopefully more than 12 LVG members will wish to  
join us this month ....*

## **LVG Zooooom Meet and Quiz**

**October 21st @ 8.00pm**

FREE admission

NO petrol cost

NO driving time

BEST seat in the house

DROP in and leave when you wish

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**Meetings Venue** .... Unless otherwise specified, all group lunchtime meetings are on **third Sunday** of month (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at The Cock is very small so it would be appreciated if those intending to eat could please call: 01767- 314411 so that they have an idea of numbers.

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

Facebook : "TR Register Lea Valley Group"

[www.facebook.com/leavalleyTR](http://www.facebook.com/leavalleyTR)

**REMEMBER :** All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : [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

**OUT OF ORDER**

# LVG Calendar 2021

*Email your fine photo(s) to Pierre!*

On location or at home. Have you captured your TR or part of your TR on camera this year. We need good quality photos (over 1mb)...and hopefully all will not be RED. Thank you Alison and all. Please send to **PIERRE a.s.a.p.**



With thanks  
to Alison,  
Pierre may  
be waiting  
for YOUR  
photo to  
make the  
Calendar

**GREAT !**  
**Please send**  
**very soon ....**

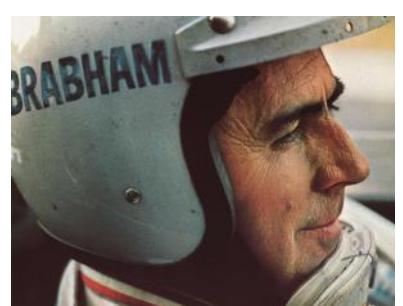


# The Matterings of Mancer

At the time of writing, further restrictions to counter the Covid-19 pandemic have just been introduced (and more seem possible), so the CACCC Falling Down Tour over the last weekend in September was something of a "last hurrah" before the winter. This tour should have happened in April (as the Springing Up Tour), and fortunately most of those who entered the event in April re-appeared in September, so we had 19 cars out. A few changes were made to the tour format to respond to the Covid-19 regulations – normally we eat out in a local restaurant on the Friday night, then in the hotel on Saturday, but this time it seemed more prudent to dine in our hotel at Milford-on-Sea (near Lymington) for both evenings, but this was not a hardship, as the South Lawn Hotel is an excellent venue. (Incidentally the attached photo taken at the hotel seems to indicate that our 5-year-old granddaughter has designs on the TR already). The route of the tour was unchanged, but the latest restrictions announced just before the tour, meant that the checkpoint at Houghton Lodge Gardens near Stockbridge, was not comfortable about receiving 19 cars (38 people), even when not arriving together, so this had to be bypassed. The second checkpoint at Whitchurch Silk Mill, on the other hand, was happy to see us – the Mill is well worth a visit if you are in the area. We had one road closure near Sway in the New Forest, which everyone managed to cope with, and the weather was dry and sunny, although the last run in along the A41 from Tring with top down was a bit chilly. So a good weekend for our only tour of the year – let's hope things improve so that we can run more tours in 2021.

I watched the highlights of the F1 Belgian G.P. at Spa a few weeks ago – Lewis Hamilton was in a class of his own, and appears to be strolling to his seventh Championship, and passing Schumacher's record of 91 victories as well. There was a remark in the race commentary which caught my attention – Kimi Raikkonen had a better race for a change (beating both Ferraris, although they all finished out of the points), and apparently "he did well for a 40-year-old". Now I know that today's F1 drivers start their racing careers while still in their nappies, but this remark struck me as being somewhat "ageist", especially when you note that next season will see Fernando Alonso return to F1 at age 40, and Valentino Rossi will be racing bikes in MotoGP still at age 41. Back in the 1950's and 60's, Nino Farina was the first-ever F1 World Champion in 1950 aged 44, Fangio won his fifth title at age 46, Jack Brabham won his third at 40, while the record for the oldest driver to race in F1 is held by Louis Chiron, who finished 6<sup>th</sup> in the Monaco G.P. in 1955 aged 55 (mind you, he did know the place well, as he was born there).

40 years ago (but not yet 40!), I was doing that nasty four-letter-word thing Monday to Friday, and at weekends pursuing my alternative career(!) as a co-driver in stage rallies. I had no interest in classic cars or golf, and I didn't drink Guinness or Irish whiskey (so you do learn as you get older). My interest in classic cars didn't start until the early 90's – I think the trigger was going



to the 1991 Silverstone Classic Festival. This was at the "old" Silverstone, where you could camp just across the road from the main circuit entrance, and wander freely around the pits and paddock - I regret to say that the car that really sparked my interest was not a TR, but the first car that I saw in the paddock, the 1955 Le Mans-winning Jaguar D-Type.

40 years ago I had a Mk.1 Golf as my daily driver – still the best one of a long line in my opinion - every Golf version since then has been bigger but not necessarily better – although even the latest models look minute against all the SUV's and "Chelsea Tractors" lined up in the supermarket car park. Still, at least I don't feel out of place parking the VW campervan, and we can sleep on a proper bed and cook a meal in it (not in the supermarket!) – try that in an SUV. Incidentally the campervan returned from the body shop earlier in September, after attention to the rear door / bumper etc., after an unprovoked assault by a Jag XK8 in July – Hilton Coachworks over at Bishop's Stortford did a very good job, which included having to match non-VW paint, but did take 5 weeks to do it – oh well, we had no plans to go away during the peak holiday season anyway.

40 years on, and inevitably the passage of time is having an effect. In August we went down to Somerset for the funeral of David Warren – we first met David & Jane on the 1998 TR Tour of Ireland, and got to know them well when celebrating David's birthday in the bar of our hotel in Dungloe, in the far west of Donegal (that was my initiation into Irish whiskey). On the tour David was running his immaculate red TR4A – in later years he also acquired a red TR7. As it turned out, our paths must have crossed on the RAC Rally in the 1970's – I do remember seeing a Ford Capri being driven very enthusiastically – David did the event six times to our five. As well as rallies, he competed successfully in sporting trials and autotests.

At the funeral itself, it seemed that virtually the entire village of Cossington, plus members of the local car club, skittles club, and farmers' club, had turned out to pay their respects to "a gentle man and a gentleman" – R.I.P. David.

Finally, here is a non-motoring near-miss story for you. I was happily seated using my laptop PC, which was plugged in charging the battery, when a call of nature presented itself (very fortunately as it turned out). I was just washing my hands when a most impressive BANG!! came from the lounge – dashing in I found flaming wreckage scattered across the rug and parquet floor – a very swift removal of the main component (see photo) to outside followed, then the clean-up session. The battery in the PC had literally exploded, but amazingly without damage to the PC itself (this article was typed on it). Anyway, a new rug, and the re-varnishing of the parquet floor (now to be carried out somewhat earlier than planned), are the only real effects of the blast – could have been worse. I do not use my PC in battery mode now, and will be looking for a replacement PC (again already planned) soon.

I suggest that others may like to take note – don't leave things plugged in overnight, or your slumbers may be disturbed!

*Pete Muncer*



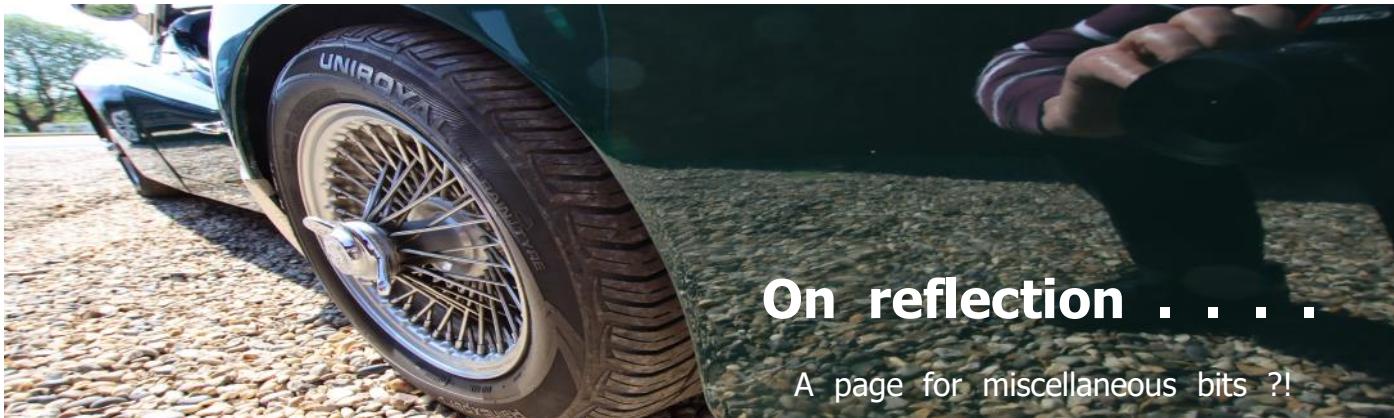
# LED high level brake light

I recently decided to fit a third, high level brake light to the 4A. Such a light fitted at the top of the fixed rear screen on a Surrey version TR4, 4A or 5 is over two feet above the existing brake lights. These are low down compared to more modern vehicles and the high level light can be seen by a following driver through the windscreen of an intermediate vehicle, which would completely mask the normal brake lights. I found a suitable item on eBay with 24 LEDs and two end brackets designed to be stuck to the rear screen with double sided adhesive pads. I removed the brackets, preferring to secure the light in place with two clips formed from 10mm wide strips of 0.5mm steel sheet, which I covered with pieces of thin rubber tubing. These clips are tucked under the substantial screen rubber and hold the light firmly in place. One picture shows how the light was installed; the self adhesive Smiths windscreens heater/demister can also be seen. This was bought from Halfords, fitted over 40 years ago and still works perfectly, clearing the rear screen quickly when required. The second picture gives an idea how bright and effective the third brake light is. This makes it all the more important to take my foot off the brake when another vehicle has stopped behind to avoid dazzling the occupants, particularly at night. If only all drivers would comply with this element of Rule 114 of the Highway Code. For the same reason and out of courtesy I do not hold an automatic on the foot brake when another vehicle has pulled up behind me.

The light came with a generous length of wiring of the thin, alarm type and this was easily slipped underneath the screen rubber out of sight. I fed it under the screen finisher and behind the quarter panel thence into the boot where I earthed the black wire and connected the red to the feed to the near side brake light. I stuck a piece of thin black ABS sheet under the lower surface of the light to minimise glare inside the car whilst still allowing enough light to be seen in the rear view mirror to confirm operation. My light cost what I thought a very reasonable £7.51 delivered from eBay and is a highly worthwhile upgrade in the interest of enhanced safety.

*Tim Hunt*





Taken from our What's App page .....  
 Howard Pryor (tall passenger) with friends  
 50 years ago ....



# One of the best TR6s in the UK



Email David today :-

**davidjpowell100@gmail.com**

This TR6 enjoyed the Texas sunshine for 14 years and then was imported into care in 1989, where it waited in my garage for its rebirth until 2011. It then underwent a no expenses spared complete refurbish and respray keeping its original colour to reward it's totally rust free body. Unfortunately ill health now forces its sale. Lots of photos to verify the cars incredible condition.

[Send enquiry to David Powell](#)

**£21900**

## Information

**Category:** Cars

**Model:** TR6

**Year:** 1975

**County:** Hertfordshire

## Contact the seller

[Send enquiry to David Powell](#)

## FOLLOWING IN HIS GRANDAD'S FOOTSTEPS

"One man's story of an ambition to take an engine apart and put it back together again"

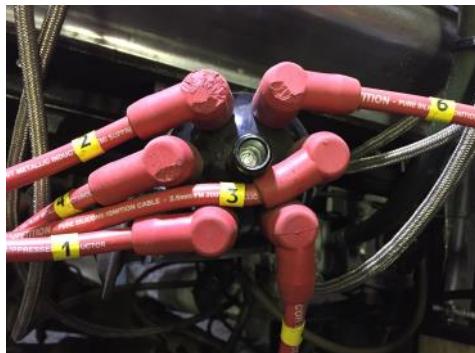
By Julian Hensman

### Part 2

My Grandfather died when I was very young, but I've always been intrigued by his background in mechanics, from Royal Air Corps to garage owner. This narrative following my engine rebuild is part of my story of wanting to learn more about what he did and to some small extent, to follow in his enviable footsteps.

Last time, the dismantling had begun, and I had said a fond farewell to a car that actually worked perfectly, for the foreseeable future in any case, and hello to one that didn't. This time, work continues with the stripping down...

You may recall that I mentioned it is a good idea to take snaps of everything as it comes off / apart. Well, you're going to see a lot of that! My memory is terrible at the best of times and only yesterday, I referred to some pictures I took about a year ago. You simply cannot beat it.



OK so this one may seem simple but looking it up on a picture on my phone is easier than finding the right page in the book! If the numbers are the same when it goes back on, all is good.



Making some reasonable progress stripping down the passenger side of the engine. Another tip I can pass on here is to collect plastic "zip" bags. You know the little ones you get all manner of stuff delivered in? They are perfect for holding screws, bolts etc Just label everything with a "sharpie" pen each time and you're sorted. The labelling doesn't have to be the technical term for each part, as long as you know what you meant when you wrote it!



Starting to strip down the inlet manifold ...



Taking pictures of wiring is especially useful and makes reassembly a no brainer. Unless of course it is wired wrong in the first place (not that this was).



Interior out! And some of you boys will have seen this baby (the gearbox) before, when you very kindly helped me put it in. Magda and I were touring through France in 2013 when, just about as far from home as we could get, the layshaft went. Off to Racetorations for a rebuild it went and a joint effort ensured a (marginally) less stressful installation. Now it's time to come out again ...



Not forgetting of course, the overdrive wiring pattern photo ...!



Gear lever off, prop shaft marked (just in case) and disconnected, and speedo cable removed.



Suddenly things start to get serious! I cannot tell you how many checks I was making at this stage and how nervous I was. If the engine and gearbox dropped, it would mean more than a simple rebuild!

Next month I'll cover the actual removal and transportation of the engine, and then it's down to the proper business! See you next time on ... Following in his Grandad's Footsteps.

*Julian Hensman*



UPDATE ... as restoration continues :-



Dear Editor,

I can add a little to our story of the Le Mans development TR2 rebuild, PKV373.

The steelwork repairs of the body are now complete and ready to go all the way to North Devon Metalcraft (specialists in aluminium) for her aluminium boot, bonnet and doors ....as the three Le Mans race cars had.

We have now received the full race engine from MASS race engines.

Going for FIA Historical Technical Papers, required at International events, engine modifications are restricted to how the three Le Mans cars were presented on the day, i.e. standard bore and stroke, 1.75" SU Carburettors and the standard cast steel exhaust manifold to support the 'LeMans' large valve, high compression low port head. MASS have done a wonderful job to coax 160bhp at 8,000 rpm with her lightweight race internals.

We will keep you posted as the project progresses.

*Geoff Gordon*



# An Italian Adventure

- Paul Hogan

Just over a year ago through the wonders of the internet I was introduced to a chap called Tony Calo who asked me if I could deliver a car to him in Italy. Sadly the sale never went through but he then mentioned he organised an alpine rally whereby entrants had to complete 12 Alpine passes in 12 hours. Well that sounded like a challenge and so I signed up for it. Unfortunately, the Covid virus then ravaged Italy and so the planned date of June 2021 had to be cancelled.

With motor sport events being cancelled everywhere but with Italy now coming out of lock-down, Tony thought that by September things should be well enough to allow it to take place. With a new date in place, (The Goodwood Revival weekend) I now needed a new co driver and so Dave Soloman kindly stepped up and offered his TR4A as a better alternative to my fixed head Dove coupe. This proved to be a god send for us for with the weather in the low 30's we would have cooked in the Dove and the hood never went up in two weeks of open topped motoring.

Although the rally only took place over the weekend of the 12<sup>th</sup>/13<sup>th</sup> September Dave and I decided to make a holiday of it and take in some interesting paces on the way.

Our first stop was at Deal in Kent prior to catching the Euro-tunnel to France. Deal is one of the Cinque Ports set up by Henry V111 to protect us from a French invasion and is well worth a visit if you have never been there. ( Can you name the other four?).

Once on the other side we course for Reims and the old F1 circuit. The last time I visited there the old pit complex was in a very poor shape with all the windows broken and the advertising had faded to virtual ghostly images. Since then I had seen efforts to spruce the place up and the adverts had been repainted which now looked completely out of keeping with the dilapidated structures of the grandstands.

However, time has worked its magic and the efforts of the local team of enthusiast have transformed the site. The adverts have weathered in nicely and two of the buildings have been transformed. The grandstands themselves will need a lot more time, effort and money to bring them back to their former glory but at least they are still there for enthusiast like ourselves to enjoy. I believe it is hoped to stage a revival type race meeting there one day but as that would involve closing part of the new dual carriage way that once formed part of the old circuit that might be a dream too far. Suffice it to say that they do hold classic car meetings there and the Register members should make every effort to attend one of these.

Our first overnight stop was at Nancy (which proved to be a good choice) before heading towards Germany to follow the river Rhine down to Switzerland. I found a small B road which followed this great river all the way down to the Swiss border and thought it would provide a good view from the car. How wrong can one be? Yes, the road followed the river alright, the only trouble being it was the other side of a 40 foot dyke so we never actually saw the Rhine until we crossed over the bridge into Germany.



We stopped for a beer prior to crossing the Swiss border and to try and buy a decent map of Switzerland but to no avail. In an age of sat nav, proper maps are becoming an endangered species!

Now I had been warned about the roads in Switzerland and having to buy a 40 euro pass if you wanted to use their motorway network and the level of fines if you were caught using them without one. As we only wanted to do the Furka and Great St Bernard passes we didn't think we would need to use their motorways but then they throw another grenade into the mix as they don't number any of their roads! Needless to say this caused us all manner of problems initially and we got well and truly lost in the outskirts of Lausanne. However, a lovely lady came to aid at the local Audi dealer who gave us her own map of the country. We eventually made our way to the village of Meringen where with light fading fast we needed to find a place to stay for the night. We began to feel a bit like Joseph and Mary looking for an Inn for the night. (I'm definitely being Joseph by the way) we eventually bagged what was probably the last room available in what was also probably the worst hotel in town but after a few more beers we couldn't have cared less.

In the light of the morning we found a statue of Sherlock Holmes outside our hotel. How we missed it the night before I don't know but it seems that Meringen pays tribute to the pipe smoking super sleuth as not far away are the Reichenbach Falls where he and Moriarty meet their end. Anyway it was rather surprising to see this bit of English culture so far up a mountain.

Our aim today was to cross Switzerland and head for our destination at Bra, near Turin but to do so we would first have to tackle the Sustenpass, and the Furka Pass before crossing over into Italy.

The Sustenpass is a truly great road and one that doesn't get the attention of the other great passes in the Alps. However, I truly recommend it not only for the road itself but for the majesty of the mountains around it. At the top we stopped the car to take in the view and you could clearly hear the glacier cracking and groaning as it moved over the rock.

The Sustenpass takes you to Andermatt which is at the start of the Furka Pass. Now this pass is truly famous as it is the road made famous by James Bond in Goldfinger. The first part is on the level (well level for Switzerland) and is where Bond shreds the tyres of Tilly Masterton's Ford Mustang. However the best bit is the climb up and over the mountain. Now aficionados of 007 will know he stops on the mountain to see Goldfinger stop for tea below him. This is also where Tilly Masterton tries to take a shot at Goldfinger but nearly hits JB instead.

Fans of the movie have placed a photograph at the spot commemorating this and it also plays the Goldfinger song. Its easy to miss, as we did, but its between KM post 46 and 47 and well worth stopping for if only to take in the view.

On the other side of the Furka pass is the old Belvedere Hotel. Now derelict this was once THE place to go but sadly, like the Reims GP track, its a shadow of its former self. Given the number of tourists who visit there that day its surprising that no one has done anything with it but it would take a fortune to restore it. The descent of the Furka is a spectacular as the ascent and can only be described as Hardknott Pass on Steroids.

We eventually crossed Switzerland and headed for Aosta on the other side of the



Gr St Bernard Pass, famous for its rescue dogs. The pass has long been supplanted by a tunnel but who wants to drive that when there are roads like this to drive? Aosta on the other side is where Michael Caine said, 'Hang on Lads, I've had a great idea'. The idea of bringing a 36 foot long coach down this road is clearly bonkers but what a great film, more of which later.

With time getting on we now hit the Italian highway network and blasted our way down to Turin. Only in Italy could you go through a toll booth to collect a ticket only to find the exit you want is just 100 yards away on the other side of the booth. And yes you do have to pay to get out even for that short distance!

We eventually arrived at our destination at Bra to meet by Tony and his wife Marie -Angela. We were the first to arrive but the next day saw other competitors arrive with a variety of cars.

The rally itself started with an overnight stay at the Red Castle which is a very good hotel for a gala dinner with special guests from the Italian motor industry. However, the bloody bell in the tower clock chimed every half hour and so sleep for me was nigh on impossible. You just lie there waiting for the next one. Early next morning saw a whole range of cars lined up in the car park waiting for their allotted time slot to set off. There was no road book like you get on UK rallies only an A3 page with pass numbers and control points on it. No matter, we were sure our TR would give the home grown Lancia Delta, Alfa Romeo and Lancia Flavia a good run for their money. Also on the rally were two Mini Coopers, an MG Midget, an MGB V8, a TR6 and a couple of MX5's.

Our start time was 7.10 and so we were the third car away (placings are based on the cars age and horsepower). We made a quick run to the first control only to find no one there.. We didn't wait to find out if they would turn up (they didn't) and we headed onto the first of the passes which we would have missed but for some ace map reading by yours truly! After an hour we had caught up with one of the Minis and the Danish TR6 and we had bagged three of the 12 passes we had signed up for but which had somehow now turned into 21 passes for the event.

With the mini and TR6 hot on our heels I spotted a road which would take us to the next control and so we peeled off and lost sight of our followers. BIG MISTAKE! It seems my Ace map reading had missed the small but important fact that the control we were now heading for was number 4 and controls 2 & 3 were now in the opposite direction. Bugger! Having now realised our error (Note; I said OUR error and not mine!) we tried to make up time and head for the next series of passes. This we did in what might have been a record time if Dave hadn't wanted to stop and take so many photos of his car on the way. . Never mind, we were still ahead of the two MG's and the Mazda's and we reached the next control just as the official turned up to monitor it.

By now we had bagged 11 of the 12 original passes and seen some pretty amazing scenery on the way. The fact that we were driving on roads with a sheer 500 + drop on the side with only a piece of STRING between you and the drop does help to concentrate the mind. As does where the road has obviously fallen down the mountain and the repairs haven't quite been done to the standard one might reasonably expect.

The descent of pass number 12 was a long one but it was only when we got to bottom that Dave realised he had no brakes! Fortunately we were able to coast on a clear bit of road and use the handbrake to finally stop us. Also fortunately we had stopped outside a bar so while the brakes cooled down I cooled down



with a yet another pint of beer. This is also where fate and fortune takes a turn for sitting in the bar was a mechanic with all his tools and experience of working on old English cars. In a matter of minutes he had the wheels off and bled the brakes for us. The long decent had boiled the brake fluid but we were able to patch it up and get on our way again. However, pass number 13 saw a repeat of brake failure and so we reluctantly decided to return to base rather than get stuck over on the French side of the border.

Having got back to Bra before anyone else we couldn't find the final location as it had been given in map coordinates and our sat nav couldn't handle that. We knew the after event party was to be held at the local hockey club but you try asking where that is with non-existent Italian! Eventually we stopped to ask direction at an ice cream parlour while the car cooled off once more. At that point two Carabinieri walked in and the staff explained our predicament to them. Dave, who was sitting outside at this point and had no idea of the conversation going on inside the ice cream parlour was more than surprised when one of the officers demanded to know if that was his car and to follow him. Was he under arrest? No I explained they were very kindly going to show us where the hockey club was. Well they would if only the TR would start. We had been experiencing fuel vaporisation all week as the temperature was in the low 30's and of course the TR chose this time and with the police looking on not to start.

Eventually, it burst into life and we had our police escort through the town. We were tired and weary but it had been a great day and all we had to do now was to wait for the others to show up – which they eventually did 2 hours later. A great meal had been laid on and stories were swapped of Mazda's getting beach on rocks and wheels coming off one of the cars so that he finished the event with only 3 wheel nuts on each wheel.

All in all it was a great social event and I would recommend it to anyone who wants to see a bit of Italy that's not on the tourist trails.

The rally might have been over but our visit was to have a further surprise for us. We were invited to go and see Italian designer Enrico Fumia, the former head of Lancia. What a great guy and it was a privilege to hear his stories of his time at Lancia and working for Maserati. This was then followed up by a visit to see Edgardo Michelotti, the son of Giovanni and designer of many Triumph cars. Edgardo showed us many of his father's original drawings and what was only supposed to be an hour's visit turned into three very happy hours. It also transpired that next year would be his father's 100<sup>th</sup> birthday and so quick as a flash I invited him to take part in next year's IWE at Malvern when we will be celebrating 60 years of the TR4. Fortunately both he and the TR board have said 'Yes' to this idea and so that will be really something to look forward to.

Our time in Italy was coming to an end and so after another big dinner, we set off for home. This time instead of going back up through Switzerland we headed into France and as we were so close we thought we should give the rich and famous of Monaco a glimpse of what a proper car looks like.

Like Reims before, it's been a few years since I was last there and it's changed rather a lot with building going on in some of the most inaccessible places. The New Yacht club is very impressive and the number of vessels flying some form of the union flag was very gratifying to see. Not does some lucky chap own the biggest yacht in the harbour but it made everything else look like a speed boat. By coincidence I was just standing close by when an old E



class Mercedes convertible parked up by me with English plates on it. As Dave's car had overheated again I asked if it would be OK to move it to here on the dock side. He said he didn't know and then proceeded to climb on board the mega yacht. To look at him you wouldn't have thought he had enough brass to buy a rowing boat. Just shows how wrong you can be!

Leaving Monaco in rush hour is not to be recommended but we eventually made our way up to the mountains to our next overnight stop in Sospel, a tiny village with almost no accommodation and no sign of any economic function. (What do people do for a living in such places?)

The attraction of Sospel is that it's at the foot of the famous Col du Turini, a road used on the Monte Carlo Rally. This is yet another road you should have on your bucket list. Spectacular is the only word for it.

From here it was a dash west across France towards the motorway network. Getting around this part of France is never easy and I estimated it would take us nearly 6 hours to get to Avignon. We did it in 5 and after so many miles of B roads across country it was a relief to hit the motorway again for some top gear cruising up toward Dijon and our final overnight stop at Nuits St George. A pretty place famed for its wine.

Our final day in France saw us head to the channel with a short break in Arras for yes, yet another beer. This delayed us getting to the tunnel and so we missed out time slot. However, we managed to get the last space on the 7.20 train and we were soon back in the UK after covering over 2000 miles in ten days. Would I do it again, yes definitely. Would I recommend it to you? Again yes but only if your car is in good condition. It was a bit on the limit for standard TR brakes but they can be improved these days.

*Paul Hogan.*



Dave Solomon ....in the footsteps of James Bond (Goldfinger)

**Ex-Works TR4 3VC  
For Sale again  
@ £295,000  
Trade auction**



## What Katy didn't do

Did you miss the Katy update from the last edition of Trunnion?

Well, 2020 has really hampered our objective to get a Triumph Saloon and take part in the Club Triumph Round Britain Reliability Run. Unfortunately, since the last article, the 2020 event has been called off and will now take place in early October 2021. This does give Phil and I more time to prepare her for the epic 2500 mile, 48 hour jaunt, but the Covid restrictions of the last 6 months have also prevented us doing maintenance and associated shakedown in readiness for the run. We are now entering the Winter period and therefore Katy is not doing much until the Spring. We still hope to be able to undertake some general maintenance and her MOT is due later this month. However, we won't subject her to the salty roads and the stormy weather we are now starting to see, so she won't be doing much for a while.

Phil did give her a run out to Duxford at the end of September and she performed without fault and is now tucked up in her garage, but she didn't do the RBRR.

We are sure to report further when we have news, but for now, this is the last of the 2020 "Katy" series.

We leave you with a link to a "What Katy Did" website that will be of interest to the gentlemen, but also highlights classic cars.....honest.

<https://www.whatkatiedid.com>

Mike & Phil



## Reversing Light: 0 - G/Box Tunnel: 1

Those who read and remember Trunnion articles will recall the intermittent overdrive issues with my TR5 that I had a couple of years ago. All the TR gurus told me the fault was a low oil level, but in the end it turned out to be a worn inhibitor switch

(see the photo with a groove on the ball switch). Pete at Overdrive Supplies, suggested swapping the switch with the reversing light switch, as they are both the same. Doing this immediately fixed the overdrive, but without a £6 spare, the switches were swapped and everything was put back together. Obviously the worn switch meant no reversing lights for the last few years. Fast forward to September 2020 and it was well over time for me to get the tunnel out and sort things.

Our son Ben agreed to assist and we set aside a day to get the tunnel out. This only took half an hour and we were able to do it without removing the seats. The new switch was inserted and, you guessed it, the reversing lights still didn't work. We spent the next hour trying to trace the reason, all without success. The Multimeter showed the new switch and the bulbs working, but only a small current reaching one light fitting and nothing to the other. Wanting to get the tunnel back in with an element of sealing, we turned our attention to that and were pleasantly surprised to get it all rebuilt without issue (for 2 years I have been running around without any seal on the tunnel and also without gear-lever gaitors, which are now installed).

Another mod I wanted to try, was to improve the handbrake efficiency. Tim Hunt had published an article on this in Trunnion last year and it was a simple repositioning of a hole in the handbrake arm. Guess what? Mine has already been adapted, so I will just put up with an inefficient handbrake.

One success is enough for me to be happy with our days work and I am sure with a bit of adjustment, my handbrake can be improved and more work on my light wiring will probably reveal a poor earth.

Ben & Mikes Autos

