



The

TRunnion

Communicating with Lea Valley Group and the world

Stay Safe with your TR

202102 February

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Monthly .



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



into the RED

One day we will return to HQ : The Cock Inn, 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. All subject to law of the day.

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

HERO winter challenge



With thanks to HERO & Bicester Heritage for this photo

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Editorial

With so many events being cancelled last year, we are naturally hoping that 2021 will get better. At the moment I just feel lucky to be alive and when everyone has been jabbed twice, perhaps we can start to live again and hopefully appreciate life more. Already some of this years events are being moved and having missed a tour last May, the Historic Rally Car Register event that Pat and I had entered for this May has now been cancelled. Britain may well be gridlocked with so many events being crammed between June and October.

Being in Lockdown of course means staying local and like you, Pat and I have found a number of walks within a few miles of home, one of which crosses a main trunk road. It's good to see the many lorries delivering goods around the country but are all those cars driving locally?

Thanks to Mike and Phil (LVG events) for promoting a calendar of events and I hope that most of you will be able to take part in a few happenings during the year including the LVG "Shine & Show" evening! **Thank you** ...to all regular contributors and I hope others will be inspired to write soon ? Just a few lines for a Letters page would do?

Somehow, my TR3A refusing to start turned into a useful article (see pages 17-18) and in the end it was just due to fouled plugs. A new set fitted and she fired up 3rd time with perfect idle. Special thanks for advice and support in this issue go to : Robsport, TR GB, RevingtonTR . Also thanks to Octane Magazine and HERO Events. Please take a look at all their websites.

My views may differ from yours but I don't think it is right to be seen enjoying a classic car drive even though it is just a car and anyway, during these Winter months, most of us are hibernatingand the TR's.

Chris.

Please send any Trunnion articles direct to the Editor ...as an attachment!

Keep the text small, if possible use: TAHOMA, font size 10

PHOTOS : JPEGs of finest quality please *Send to Chris Glasbey, Editor:-*

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

OUT OF ORDER

WEB SITES

TR Register : www.tr-register.co.uk
TR Forum : www.tr-register.co.uk/forums
LVG : www.tr-register.co.uk/group/lea-valley
Facebook : "TR Register Lea Valley Group"
www.facebook.com/leavalleyTR

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

Disclaimer The TR Register wish to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company, or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.



In answer to your Question!

It really is virtually good fun to join the LVG Zoom meets with QUIZ



Events for the coming months

There have been a few events added to the LVG calendar and a couple of re-scheduled ones. With the rollout of the vaccine, we can hopefully look forward to getting back to getting out in our cars sometime in the Spring.

The re-scheduled events are, as predicted in the last issue of TRunnion, the MG and Triumph Spares Day which has been postponed until the 18th of April and the London Classic Car Show which will now be held on the weekend 25th to 27th June.

Drive-It-Day is on the 25th April, fingers crossed that we can do more than take photos of our cars sitting in their garage or on the drive. Further details should follow next month but make sure you keep the date free. It could be our first taste of freedom!

Added to the list is the Standard Triumph Picnic on the 9th May to be held at the Walton Hall Hotel in Warwickshire. Entry is free and if restrictions have eased by then we hope to organise a run there.

The Silverstone Classic is being held from the 30th July to 1st August, tickets are now available and you can use the club discount code 2020CCD055 up until the 31st of May. This gives you a discounted entry for 1 car and 2 people, with parking infield on the TRR stand.

The 29th of August will see the return of the Little Gransden Air Show.

Sywell Pistons and Props is to be held on the 18th and 19th of September and should nicely round off the season. To get a much-reduced entry cost we can book a club stand and we will need about 10 cars to do this. We would get parking on the airfield side of things, close to all the action. The cost per car is £5.00 and covers the driver and one passenger, a massive saving on the gate price of £22.00 per adult. Please get back to Phil or Mike as soon as possible so we can book the tickets and reserve our stand.

The Triumph Weekend (IWE) will be held on the 13th – 15th August at the Three Counties Showground in Malvern. As on the last occasion, at Stratford upon Avon, it will be co-hosted by the TSSC, which proved to be a great success. Many people had been asking to go back to Malvern, now is their opportunity! We hope to organise a LVG presence at the show and if you would like to join in with a group hotel booking please contact Phil or Mike as soon as possible. August is bound to be a busy month for holidays especially as many more people will not go abroad this year, so get your names in quickly.

Our monthly virtual meeting and Quiz is proving to be more and more popular and this month there will be added excitement in the form of an inter-group quiz. The challenge has gone out to Camb Followers to pit their brains and wits against us. Like the good sports they are they have accepted and the showdown will be on Thursday 25th February. The meeting will start at 8pm as usual with Camb Followers joining us from 8.15pm, in time for the quiz at 8.30pm We are counting on your support to show them what we are made of in LVG Land. The Zoom invitation for this will go out closer to the date via email and WhatsApp.

To register an interest for any of the above events or for further details please contact the Events team by email trr.lvg@gmail.com or phone Phil on 07919 037321 or Mike on 07847 585120. Alternatively post a message on the LVG WhatsApp group.

Phil & Mike LVG Events Team

*Please join us on Thursday 25 February !
LVG meet Camb Followers in the big Quiz*



GROUP LEADER'S REPORT

What an interesting set of articles there was in January's TRunnion, of particular note was the reminder of our Autoglym visit and learning how to 'correctly' clean a car (much more complex than you might think).

At the risk of sounding repetitive, the TRR Forum has once again shown how useful it can be. A 'friend of the LVG' announced on our WhatsApp group that he was looking for a rather obscure bracket (to connect to a pedal return spring down in the pedal box area, unfortunately none of us could help but very shortly afterwards he came back saying that a Forum member had come up with the goods. Conrad has pretty much any part you might need! So good to know these things and that help is at hand so easily.

I suspect I am not alone in finding that we are still under lockdown restrictions now getting beyond tedious. Withdrawal symptoms definitely starting to be more apparent. I treated myself to a short drive in the TR earlier this week: a 20 mile country drive to nowhere in particular, except home at the end, stopping only as traffic in Hertford and Hatfield required. As an aside, perhaps I should have used a Covid mask on the car as it was a good 10 minutes into the ride before I was convinced all 6 cylinders were joining in. The next TR trip out will be for food shopping, to include a few specials this time as SWMBO has a significant b'day this coming weekend. Pressies all bought, thanks to the www, of course.

Over the past year or so, I have been exercising my route planning/navigation skills by participating in the table top rally challenges provided by the Whyte sisters on behalf of the HERO/ERA joint organisation. if you don't know about this, the letters represent Historic, Endurance Rally Organisation and the Endurance Rally Association - these people organise epic rallies all round the world – not quite literally! But the most epic rally held every couple of years is the Peking- Paris rally for vintage and classic vehicles, one of which is shown here the 1907 Contal Mototri 432cc, 3.5hp, Imagine being the navigator in the front seat all that way, 9000miles in 36 days, in all weathers and on all road conditions including river crossings. Really fascinating to read about this 'trike' and the P2P event history (first run in 1907 when the French newspaper Le Matin, challenged European auto manufacturers to show that 'modern' cars were more than just playthings for the rich). How they get through China, Kazakstan, Siberia, Mongolia, Russia and East Europe is very interesting indeed. (Be warned that if you do start to delve into this you too will be totally absorbed and time will flash by). Anyway, the point about this is that there are some really intrepid adventurers out there in vintage and classic cars, where good navigation is a life or death matter and is not just spending a week sitting at a desk trying to simply find the correct answer when the biggest risks of



table top rallying are losing track of time and the total lack of physical activity, both of which are opposite to the P2P rally!

To continue, I have to mention the world famous, limited edition LVG Calendar!! The 2021 edition has almost entirely sold out – contact Phil if you still haven't got one. Now for 2022 none of the calendars could exist without your inputs and for this next edition we are asking you to submit what you consider to be the best photograph of your car taken at any time and anywhere (doesn't have to be anywhere exotic). Who knows, the photo could grace the front cover and even win you an award. So get clicking and/or looking back.

As an optimist I am looking forward to the Coast to Coast drive in June followed immediately by the LVG stay in N Wales. The following month is when the 2021 Le Mans Classic is still scheduled and if it does actually go ahead should see a handful of LVG cars crossing La Manche, possibly sporting a plaque similar to this one, unless someone comes up with a more artistic design.

To conclude, I can now report that the b'day went well, although I believe the best part of the weekend was probably getting the Covid vaccination. A sign of the strange times in which we live?

Pierre.



Lea Valley Group



T R REGISTER



A list of events for 2021

25 February	Inter-group QUIZ NIGHT with Camb Followers , via Zoom
25 April	Drive-it-Day
9 May	Standard Triumph Picnic, Walton Hall Hotel, Warwickshire
11-13 June	Practical Classics Restoration Show, NEC, Birmingham
18-21 June	Retro CarFest at Bicester Heritage
19 June	Bletsoe Vintage & Classic Vehicle Show, Bletsoe, Beds.
25-27 June	London Classic Car Show (new date), Syon Park (near Kew Gardens)
1-4 July	Classic Le Mans Contract Travel Destinations
21 JULY	Shine and Show, The Cock Inn @ Broom .
25 July	TRR 50 Anniversary East Area ... The Manger, Bradfield Combust BSE
30 July—1 August	Silverstone Classic Look out for club discount Code on TRR website
13-15 August	Triumph Weekend (IWE) 3 Counties Showground, Malvern, Worcs.
22 August	MG & Triumph Spares Day, Telford International Centre
29 August	Little Gransden Airshow
18-19 September	Goodwood Revival
18-19 September	Sywell Pistons and Props, Sywell Aerodrome
25-26 September	Kop Hill Festival Weekend



The Matterings of Muncer

Pete Muncer

I must start this month with a confession – my poor TR has been sitting neglected in the garage for over three months! (cries from all sides of “resign!” and “take his TRR badge away!”). No excuse, but after the Falling Down Tour in late-September, when the car ran faultlessly over the three days, I just didn’t get around to giving it a run – then came the November lockdown, then Tier 4, Christmas, the January lockdown – suddenly three months had passed. Anyway, after reading in last month’s issue of TRunion about the experience of our illustrious Editor, I put the battery on charge overnight, pushed the car out onto the drive, and checked the tyres, oil and water levels, etc. – then came the moment of truth – how many turns of the starter would be needed before the car burst into life? I cannot recall the precise number, but certainly more than our Editor’s 14 attempts by a considerable margin, before the fuel pump did its’ job – after that the car settled down to a 15-minute gentle warm up on the drive. I decided against taking the car out for a run – salt on the roads, plus a possible “excuse me sir, are you making an essential journey?” scene, meant back into the garage. (Memo to self – start up TR every 2 weeks).

As soon as this latest lockdown is eased, I will endeavour to arrange for the car to have a thorough service – yes, I know I should be doing it myself, but age and condition (both the car and me), lack of knowledge, tools and equipment, plus mechanical ineptitude, all mean that someone with the necessary skills needs to be involved – anyway, why change the habit of 28 years of TR ownership? Having said that, the folks who carry out major restorations of cars have my admiration – but there are many ways in which you can enjoy classic car ownership, so just driving the car is fine for me. Hopefully all of us will have more chances of a drive (including some tours) later this year. As far as CACCC tours are concerned, the normal date for the Springing Up Tour is towards the end of April (often on Drive It Day), but it seems likely that this may be too early for restrictions to be lifted, hotels to be fully open, etc., so this tour probably will be postponed until later in the year. The one-day Tibbles Tour is run usually on the last Sunday in June, but at the moment we don’t know if any venues (including the traditional finish at the Carpenters Arms in Harpenden) will be fully available by then – further info when we know more.

It is difficult for Phil and Mike to plan the 2021 events calendar at the moment, but later in the year, the Shine & Show evening on July 21st hopefully will be able to go ahead without any restrictions. Of course TS2 will be the star of the evening, and if circumstances allow, I would be very happy to further my TR driving experience – I have never driven an early car (only 4A, 6, and a very brief ride in a rally TR7 V8) – I would just have to make sure that I stay away from any 30-zones (see below). Also in July, the gathering at Luton Hoo is provisionally booked for Wednesday 7th.

Reading of Tim Hunt’s speedo failure last month, reminded me of the circumstances when my TR had the same problem. This was while returning from the S.T.E.R. event in Holland in 1999, so that, driving in convoy with other LVG TR’s, I relied on their adherence (hopefully!) to the speed limits in Holland, Belgium, and France. Once back home, “Cranners-



the-Spanners" sent the speedo off for a rebuild (I think to Speedograph also), and duly refitted it to the car. Shortly after this, I went off for a local run around the lanes, and naturally kept checking the speedo to confirm all was in order – unfortunately, while doing this, I missed a 30-limit sign near Hertford, and was promptly caught by a young PC with a "hair dryer" pointed at me! He was very pleasant and enthusiastic about the TR, but confirmed that I was guilty of exceeding the limit by a stupendous 7 mph! The inevitable fine and points on the licence followed – a few years later, on the 2006 Tibbles Tour, I managed to repeat the offence, by accelerating too early from a 30-zone – "Gatso" camera this time.

Thanks to Mr.W.Webb for this image

I have mentioned before in these Mutterings, the motley crew known as the "TR TouRists" – Phil & Sue Jones, Pete & Sandra Bradley, Pete & Amanda Cranwell, plus Sue and your humble scribe - most of us served on the LVG committee at various times in the distant past. We are rather scattered now, as Pete & Amanda live in Normandy, and Phil & Sue in Shropshire, but we have usually managed to have some sort of get-together each year, although not in 2020 for obvious reasons. However, there is this new-fangled thing called Zoom, which at least means we can see and speak to one another. After an initial trial with us, "Corporal" Jones set up a full session, linking Welwyn, Harpenden, Shropshire and Normandy. Inevitably much of the chat centred on how everyone is coping with Covid (there is a 6pm curfew in France now), but it was good to talk to folks again – we will have another Zoom session in February.

Unfortunately I have been unable to take part in any of the LVG Zoom gatherings so far, as they have clashed with some regular local Zooms we have on Wednesday and Thursday evenings. The Thursday meeting is actually two sessions of forty minutes each, and each week someone has to provide a quiz. My quizzes manage to sneak in at least one question on motor racing – now for some reason, people seem to think that I will be asking really obscure questions, such as the chassis number of the winning Aston Martin at Le Mans in 1959, and what colour socks Fangio was wearing when he won the 1957 German Grand Prix (DBR1/2 for the Aston, but I have no information on Fangio's choice of apparel).

Talking of Aston Martin, the F1 Racing Point team are to be rebranded as AM for 2021 – all quite logical, as the Canadian billionaire Lawrence Stroll owns both the F1 team and AM. For drivers, he has his son Lance (keep it in the family) and Sebastian Vettel, who was told by Ferrari at the beginning of the 2020 season that he would not be needed in 2021. Vettel of course was World Champion four times in his days at Red Bull, and will be hoping for a return to that sort of form with AM. He should be facing strong opposition from "F1 Fast Knight" Sir Lewis Hamilton, looking to exceed 100 Grand Prix wins and going for his eighth championship. Negotiations are still going on, as apparently Sir Lewis is asking for another four year contract with Mercedes (and "loads-a-money"), which would take him to the grand old age of 40 - so if he retires from F1 at that point, will he then become an "F1 Past Knight"?

Finally, some good personal news on the Covid front - my first vaccination occurs on January 29th, with the follow-up jab in April - someone told me that it is only a little prick – at least I think that's what he meant.....

(further comment at this point censored by Editor).



Not being a great follower of F1 these daysI really could not include a pink car on this page but now the correct colour has been introduced. Ed.

Pete .

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 5

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.

Sorry for the radio silence over Christmas and New Year but I am back! And this month we continue with he stripping down. If I had a pound for every time I thought I had finished, and Dan said "yep, just continue stripping it down", I probably could have paid for the whole restoration. During this stage, we get our first look at all the important bits, and whilst we know the engine was running quite well, we will get to see anything that may require additional work to be planned.



If you ever strip down an engine, get an engine stand! This allows you to simply flip the engine upside down at will and greatly eases the stripping and assembly process. Sump off then, we get our first "butchers" at the crankshaft. No bits were found dislodged or floating around so I started to loosen and remove pistons and conrods.



Taking great care not to snag, drop, or otherwise damage any parts, the pistons and conrods are gently dropped out of the upside down engine and laid down in order. Inspections show no major problems and indeed confirm that the engine is in quite reasonable condition given it's near 50 years of age.



The crank is then removed and inspected for wear and tear. I suspect some issues may be hard to spot but honestly, we saw no blemishes or worries of any sort. A similar inspection of the cam shaft provided similar assurances although I already knew that I would be taking this opportunity to upgrade the cam shaft to a fast-road version,, which opens valves sooner and leave them open longer to increase flows both in and out. Safari, so goody.



We are then left with the empty block which, surprise surprise, we inspect for blemishes, scratches, cracks, anything really. However, we will have to wait until it has been thoroughly cleaned before we can spot everything and it is only after the cleaning process that we will inspect fully.



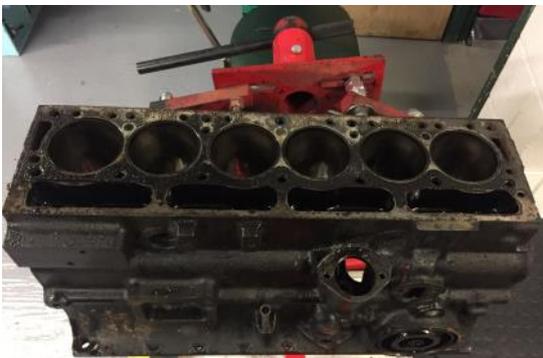
The next step is to remove the valves using this marvellous contraption which makes very light work of it. The head is then ready to be sent for cleaning. We are also going to remove some mass from the inlet valves to allow better airflow. If you were to stick your finger into the inlet hole, you would feel a strange node sticking out, right on the bend. This was probably aimed at smoothing the airflow but in reality just narrows the channel so less air can pass into the engine, thereby producing less power. Racetorations suggesting having them ground off, so I did.



A quick tidy up and stocktake shows what we have removed from the innards so far. Pistons & conrods, crank, big ends, crank journals, valve lifters, valves, cam shaft, timing wheel and chain, and various other bits and bobs.



This is the timing chain cover, which is also inspected for wear and tear. The timing chain tensioner spring has already been removed and safely stored. Incidentally, plastic baggies / zip bags, written on with Sharpie pens (descriptions cannot be too detailed to ensure you know whether things go back when reassembling!), are ideal for storing engine bits. If you see yourself working on an engine any time soon, start collecting these bags now!



So here it is, the empty block. In fact, I can't tell from this photo whether all the plugs were removed yet but when I thought I had finished the strip down, Dan gently reminded me that everything must be removed! So that's the strip down and the block and head now go for cleaning and preparation for reassembly.

Next time, after a gap of about 6 weeks, I go back to Racetorations after everything has been cleaned, to start re-assembly. And the transformation is astonishing! See you next time on ... Following in his Grandad's Footsteps.

With acknowledgements to the following page



A wide range of classic cars feature in this excellent publication. I have subscribed to Octane from the third issue, some years ago now and enjoy the editorial style, the road and track tests accompanied by excellent photos.

I spotted an interesting photo on the Octane events page and thought it may appeal to TRUNNION readersso I contacted James Elliott, Editor and asked him for a jpeg of said picture. He thanked me for asking, since most people don't.

I offered to include an Octane PR page but James was quite happy for me to just say a few words in thankswhich I have now done (and this also helps to fill up another page in Trunnion whilst I await more Readers to send in letters and articles).

The TR3A photo in question is promoting a HERO ERA event titled the HERO Challengeand so I emailed Tony Jardine of HERO Events for permission to print the photo. Tony was pleased to assist and just requested acknowledgement and a copy of TRUNNION.

Photographer : Will Broadhead Thank you Will .

NOW, take a look at the HERO Events website :-

Everything you could want to know about Driving and Navigating on a variety of classic car rallies including information on how to get started.

HERO are based at Bicester Heritage

WATCH their VIDEO ...of a muddy stage rally on the Bicester Heritage site. This was an event they staged because "Rally of the Tests" and "Le Jog" were cancelled due to Covid.

THANK YOU to Octane and HERO for the photo and more !

Chris.





Alison Payne Welcome to LVG Committee



My husband, Roger, is really the car enthusiast in our family. After building a car from pretty much just a donor engine he looked around for a new project. This project turned out to be a 1980 TR7 in a very sorry state indeed. He restored it over a number of years and in the summer of 2018 it was finally roadworthy. He began to look round for a new project, and was talking of selling the TR7 to make way, which seemed a real shame to me, so we joined the TR Register in order to develop a bit of a social life around a hobby. We have found the group extremely welcoming and enjoyed many trips out before the social restrictions of 2020, and indeed have thrown ourselves into the recent Zoom events as well.

So, a little about me. I am a semi – retired Maths Teacher (someone’s got to do it!), trying to restrict my working days to just a couple a week in order to get out and about more when that’s allowed. For Christmas 2018 I asked for a camera and subsequently went on a couple of courses, so you’ll usually see me at LVG events practising my new hobby. Of course photography can easily become as expensive as classic car ownership, which will keep me working for a little while longer!

Alison.

Water Pump watch out !

Tim Hunt

The original water pump on wet-liner TRs was a two piece assembly, a Woodruff key on the pump spindle located in a key way in the pulley, which was secured to the spindle by a self-locking nut. A grease nipple on the pump body allowed the bearing to be lubricated from time to time. Later replacement pumps are of a different type, they are sealed for death as the grease nipple is deleted and the pulley is a press fit on the pump spindle and NON-removable. This is a critical difference, as I will explain.

For reasons known only to Standard Triumph and now lost in the mists of time the original type water pump body was secured to the pump housing by two studs and a 3/8" UNC BOLT (items 4 and 20 on the exploded diagram). When you come to replace such a pump if the new one is an original two piece type (most unlikely) there is no problem. However, if the replacement pump is the one piece version with non-removable pulley and you have the original two stud and bolt set up you are in trouble. It is impossible to fit the bolt through the body of the new pump with the pulley in place and you need to replace the original bolt by a third stud (three inches long and 3/8" UNC/UNF, part number TE506241) to allow the later one piece pump to be fitted. I made this modification on my car in the comfort of my garage over 40 years ago. Of course if your pump is a one piece type then a previous owner will have fitted a third stud to allow it to be fitted. It's worth checking on your car if one of the pump fastenings is a bolt so that you can travel prepared. The late Paul Howell, founding leader of the LVG, shared my 4A on the 1978 Club Triumph RBRR and my newly fitted water pump failed in the Scottish Highlands putting us out. Ever since that experience I have always carried a spare pump (one piece type) and gasket on board. While at the Land's End breakfast stop on the 2002 Round Britain I heard that the water pump on another entrant's TR4 had failed and he was stuck in a garage at Oakhampton. As luck would have it the well known TR guru Pete Cox was on the event that year sharing a TR2 with Mike Godfrey, wouldn't you know it he just happened to have the critical stud with him, which he kindly gave me, being aware of the potential issue. We set off for Oakhampton and, needless to say, found that the TR4 pump was indeed the one piece type so it was only thanks to Pete's stud that we able to fit my spare. We did this in short order and there followed a spirited drive in company with the TR4 over Dartmoor to our lunch control at Ashburton where we rejoined the Run nicely back on schedule. More recently I was able to help out a TRR NLG member on a trip in Norfolk when the water pump on his TR4A failed. We fitted my spare, which he subsequently returned to me.

Tim .

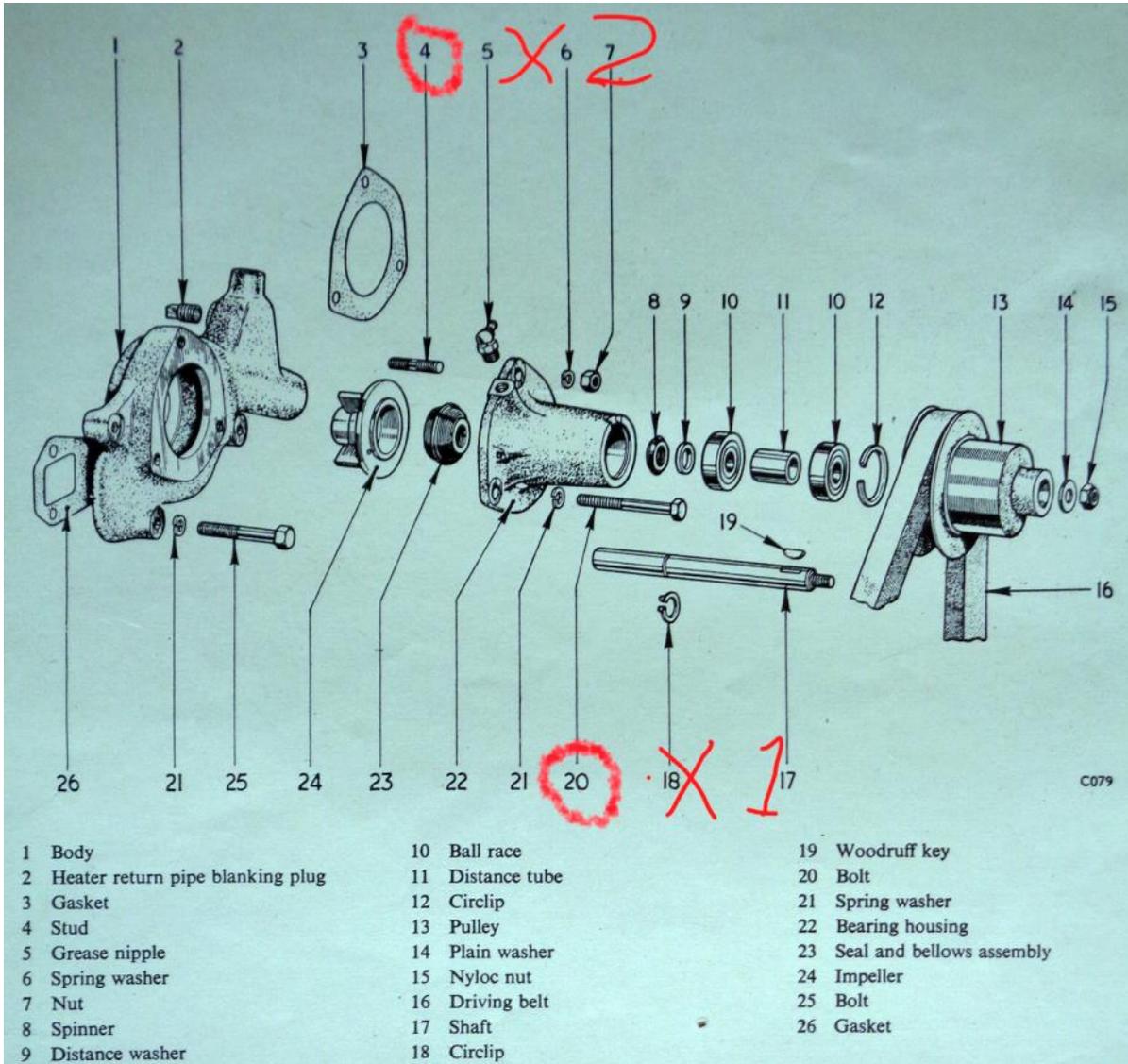


Fig. 8. Arrangement of Water Pump Details

Water Pump (Fig. 8)

Removal

1. Disconnect the battery and drain the cooling system.
2. Slacken the generator attachments, swing the generator inwards and remove the driving belt.
3. Disconnect the lower radiator hose (15), Fig. 4, and by-pass hose (12).

4. Remove three bolts (25) and spring washers and detach the water pump from the cylinder block.

To remove the bearing housing only, remove nut (7), spring washer (6) and unscrew two bolts (20). Remove the housing (22) and gasket (3) from the pump body (1).

To Refit

Reverse the removal procedure and tension the driving belt. (See page 0-208).

At home with your TR

I decided to broadcast the fact that my TR refused to start but didn't initially plan for it to become an article for TRunnion . I emailed the following to **Robsport, TR GB** and **Revington TR**

TRs Locked down and going nowhere *Opinions may vary but I am not one to use the TR for shopping trips, so, like many, it has not been on the road for many months and that is likely the case for some time ahead.*

Your thoughts appreciated (for printing in Trunnion) on how you may like to treat a classic car in these times. Some may just ignore their car(s) for many months and this may also depend on whether they are stored in dry conditions or in a cold and damp garage (as my TR is).

I have generally started up my TR3A (on Weber 45s) approx fortnightly, running it in and out of the garage for 15 minutes, stomping on brakes, etc. This has worked OK until this week when it refuses to start, probably fouled plugs and other issues to clean and check . I have 123 electronic ignition.

A message from you for TRunnion readers will be most appreciated :-

Robsport With thanks to Ben & Simon :-

Why not use them to drive to your food shop or newsagents, they are a car after all. Most of the fun has been removed from our lives at present, so driving your classic car to the shop can't do any harm.

Try not to leave the car in the same spot as this can cause flat spots on the tyres, which may then lead to vibration when back on the road.

If you do start your car up, make sure it gets warm and off choke and drive/rev itdo not just leave it to idle as this can cause the bores to glaze.

Automatics should not be started without being driven, as the gearbox starts to pressurise on Start and then if not Driven, it has nowhere for the pressure to release ...so will find somewhere to leak from the gearbox to relieve the pressure.

TR GB ... With thanks to Gary Bates :-

If your garage is at all damp then don't cover the car up. Leave the hood up but the windows partly open. Beware of mice! If you do have a mouse problem, the high frequency things do work.

Ideally connect a battery conditioner; if you don't then simply disconnect the battery from the car. The earth terminal will do. This will maintain the battery MUCH longer without a charge. Cars will always discharge some juice through the system, even if everything is off.

Keep the tyres pumped up, even over inflate them BUT DON'T FORGET BEFORE YOU DRIVE THE CAR, if you do decide to do that. Don't leave the handbrake on, just leave it in gear.

Move the car out of the garage at least once a month, preferably once a fortnight, to ensure the tyres end up in a different position. Don't just drive it out in a straight line and put it back again!

Start the car every two weeks and warm it up, get the choke in as soon as you can, turn the heater on and get the car right up to temperature. If you are unable to go for a run (ideal) then use the brakes and clutch on your drive as much as you can. Have a spare set of plugs in case you foul them up. Check the rubber fuel lines, bacteria caused by ethanol eats rubber pipes like nothing else! I have seen ALL the rubber pipes on a TR4 leaking all at once, like they had pin holes in them. Be very careful of this. All TR's have the exhaust on the same side as the inlet manifolds, fire is a real risk.

Finally, if you are thinking of building a new garage, go wood! Make sure the base is a couple of inches higher than the ground so that you can get the wood to drop down below the base. You will not get a dryer garage! If the car is going to be off the road for more than 3 months then consider a fuel additive. Millers do the best one.

Also, a note for fuel injected cars : If they get left for more than a couple of weeks, disconnect the coil and run the fuel pump with the ignition on for 5 minutes. This will purge the system and bleed air out.



Revington TR With thanks to Neil Revington :-

Storing your TR for long periods At RevingtonTR all our building's that have a roof (and sides and doors, etc., well you get the picture) are heated and never get below 15 degrees Cso that means our cars and our customers cars are always in good shape. In these conditions, with the benefit of a trickle charger connected to the battery, it is likely that your car will be available for use when Covid 19 restrictions allow ... or the weather gets better after winter storage.

It is a good idea to start the car occasionally, check the tyre pressures and all the fluid levels, move the car out of its garage and drive a short distance depending on where you live, so that the brakes, suspension and transmission can get some exercise. It helps your engine if you disconnect the coil and high-pressure fuel pump and turn over the engine to get the oil pressure up before driving, especially if the engine has not turned for some time. Be aware that 75% of all engine wear takes place at start up. Back in the garage, go through all the electrics with the engine running to ensure everything is working as it should. Regarding that short drivethere is no reason why you can't use the car to go to the doctors or a short shopping trip. There is no restriction on what sort of car you use for genuinely necessary trips.

Alternatively, you could do some of those jobs you have been promising to do, which will mean helping your chosen supplier (preferably RevingtonTR of course) get through these difficult times! Do you replace the brake fluid every 2 years? Is a service due? How about a waxoyl underneath and in all the box section?

A word of advice on trickle chargers . Some of you who already have these may have found that the battery, if left for long periods, seems not to have held its charge. This is because, when connected permanently, a 'surface charge' will be created which looks to the charger like the battery is fully charged but it is not. Leave the charger off for a few days and let it discharge a little before re-attaching the charger...which will see a real discharge and do its job properly.



A couple of tips ...

Tim Hunt

I recently had the misfortune to lose one of the domed nuts securing one of the K & N filter housings on my car. I emailed the K & N UK office to enquire whether they could supply replacement nuts or, if not, let me know what the thread was so I could source some myself. I never had a reply so did some checks and, despite the fact that the thread is almost certainly an American one I found that one of the remaining nuts was a snug fit on an M5 set screw. I searched the internet and found that Toolstation supply a packet of ten M5 domed nuts in A2 stainless steel for the princely sum of £1.28 (Product Code 94881) so I picked a pack up from my local branch on my next visit to Letchworth. I naturally replaced the three original nuts so all four matched and they are now one of the smartest features of my engine compartment – this doesn't say much for the rest of it I know!



Thirteen years ago after a strong recommendation from a Club Triumph member who had fitted one to his Mk III Spitfire I purchased a 123ignition distributor, part no 123/GB-4-R-V. The timing was right since my Lumenition power module had just failed after 30 years' service and the original Lucas distributor was due a rebuild. The 123ignition cost no more than a new Lumenition system or a distributor rebuild; it promised to be a fit and forget item and so it has proved. However, the distributor cap and rotor arm are wearing items that require periodic replacement – Albertronic, the 123ignition manufacturers recommends these be changed at 20,000 mile intervals. This seemed a bit excessive to me, I could detect no falling off in performance at this mileage and first changed both items at 40,000 miles. Both the cap and rotor arm are in fact Bosch items. The instruction leaflet supplied with the distributor gave the Bosch part number references but I had no joy tracking these down. Anyone with a four cylinder 123 system might be interested to know that the distributor cap corresponds to Intermotor part no. 44150, which actually fits several Audi, Mercedes, Opel and Volvo models of the 60s/70s and the rotor arm to Intermotor part no. 47010S or Commercial Ignition part no. XR178. If you have a 123 on your 4 cylinder Triumph it's worth keeping a note of these part numbers with you when visiting autojumbles or classic car shows.



Tim.



Tony Bannard-Smith asks the below question and I decided that Neil Revington would be the man to consult on this topic. I didn't realise just how detailed the reply would be! Thank you Neil and RevingtonTR :-

I'm pondering two issues re my front suspension Vertical Links (VL), both now on the garage floor amongst a sea of other parts. I could use the Forum but interested in hearing LVG views. On TR2/3/3A, when is the threaded section of the VL worn to the point it needs to be replaced? Is the (Moss) negative camber VL the preferred replacement part for ordinary road use? All views and experiences welcome

The swivel joint between the vertical link and lower trunnion on TR2-4 front suspension is a critical safety area and should be examined with care periodically when servicing and in detail when the suspension is being worked on. To determine if the joint is acceptable, the following tips will help.

1. When dismantled, clean the components thoroughly and visually inspect. If there is physical damage of any sort, replace the components.
2. The trunnion has a hardened steel pin that the lower wishbones swivel on. If this is corroded it will need to be replaced. Order part number 101539. These reproduction parts (and when they are supplied assembled into trunnions) are usually supplied without drillings for split pins to secure castellated nuts so self-locking nuts need to be used and will need to be ordered too. The part number is NV607141.
3. Minimal rust pitting on the vertical link thread is acceptable as this will, once cleaned, in fact hold grease and not affect operation, excessive corrosion will mean the vertical link will need to be discarded.
4. To check if the relationship between the trunnion and the vertical link is within serviceable limits, screw the two together to their operating engagement without the seal and measure the 'wobble' at the top of the vertical link. Up to 3mm is acceptable. More important is to establish if there is any vertical play. This can be established by inserting a screwdriver between the trunnion and the vertical link and levering the two apart. Any movement is unacceptable.
5. New parts are available, vertical link 201803 and various trunnions. 101557 flat top 0°, 101557X conical top 0°, 133838 RH 3° and 133839 LH 3°. All are available second hand (same part numbers with the suffix SH) which can be useful for selective fitting. Given that reproductions are invariably made as copies of original parts and not to original drawings, it is not surprising that fit varies with various parts from different manufactures, even if the supplier is the same outfit. It follows then that selective fit is important. Two new parts may not fit together at all, and what seems like a worn trunnion may be a perfect fit on a new vertical link.
6. We are aware of a negative camber vertical link on the market. We do not approve of this product as it ignores some basic facts about the suspension. The relationship between the camber of the wheel and the king pin inclination is a fixed dimension, specified by cleverer people at Triumph than us. The negative camber vertical link changes this which cannot be good for the suspension geometry. Also, it would be unwise to only use one, so the cost of two would need to be borne. In addition, the negative camber vertical link does not allow any adjustment to cater for variances on a 60-year-old car. We prefer to use our camber adjustment kit RTR3112K which allows you to retain your original vertical links and set the camber to standard or negative as you wish. Early cars will need other components too as the kit is intended to be used in conjunction with 3° trunnions. This kit also introduces another improvement in the shape of a change to the virtual swing axle dimension, allowing the car to roll into the ground rather than out of it, an additional improvement to road holding and braking efficiency. Not surprisingly, the upper fulcrum adjusting kit forms part of our integrated suspension packages, the most common are RTR3105PK for TR2-3B and RTr3147PK for TR4. More info of course on the RevingtonTR website. If this is a subject you are interested in, an information sheet is available here <https://www.revingtontr.com/information-sheets/is0013>

Paul Richardson departs for Monte Carlo



.....well not quite but it was January 2020 when the Classic Monte Carlo entrants stopped at Banbury as a stage halt in the run down to Monte Carlo. Classic cars were also displayed in the town and Pat and I headed along to support Paul, have a bacon sandwich and take a few photos. After the rally cars had departed, the classic display cars headed home and Paul gets a good send off from the start ramp.

C.G.