



The TRunnion

Communicating with Lea Valley Group and the world

stay safe with your TR

202105 MAY

You can also read this on the TR Register Lea Valley Group website



Spring out for a DRIVE in your TR



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 Inn. 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.

27 June ...Be there !
See Page 4 ...must BOOK NOW

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

Editorial ...

A small band of members have joined the series of LVG Zoom meetings over this tough covid time Good company and great Quizes. Thank you to Phil and all the Quiz organisersand may I suggest that everyone who has supported previous meets, makes a special date to join us this **Thursday 20 May @ 8.00pm.** Others have missed out but now is the last chance, so let's have a few more faces on screen this month. Very economical on fuel and no travel time. See you there/here ?!



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Keep sending in your stories and photos. Stay safe and drive your TR

Chris .

DEADLINE DATE for articles & photos for next issue is Monday 7 JUNE

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.

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.

Pubs, including The Cock are now ready to welcome you ...give Nick a calland book yourself in for a lunch one day soon ?

This Monday 17 May

Classic British Cars: Made in Coventry Monday 9.00pm BBC4

TO DESCRIBE CAPTAIN JOHN BLACK as a complex man would be an exercise in understatement. He was an alcoholic who, when drunk, would open fire with his revolver in the library of his country mansion, and it's said he tried to drown his wife on their honeymoon.

Yet – and it's a big "yet" – Black was a First World War hero, he was knighted for his role in arming Britain during the Second World War and, between those two conflicts, he ran one of Britain's biggest and most successful car companies. As the car industry in the UK started to boom, Black – featured in the BBC4 documentary *Classic British Cars* – was one of its most influential, controversial and unorthodox figures: before a new director joined the board of Standard Motors in Coventry, he insisted that they write their own resignation letter.



One to watch !

LVG returns to The Cock

We are inviting LVG members to this buffet ...but if you want food then you will need to pre-book as advised.

Please email : trr.lvg@gmail.com

LOCKDOWN

TR Register
LEA VALLEY GROUP

TR Register Lea Valley Group
Presents
**A
BREAKOUT
BUFFET**

The Cock in Broom
23 High Street
Broom
Biggleswade
SG18 9NA

27th June 2021

Pre booking essential if food is required.
✉ trr.lvg@gmail.com

From 12 noon

Book the Buffet!

We are getting ever closer to the next step in to lockdown restrictions being eased and then lifted, fingers crossed it all goes to plan.

There are a few new entries to the events list, firstly the monthly meeting and quiz via Zoom on Thursday 20th May at 8pm, the invitation will be emailed out closer to the date.

Secondly, Classics on the Pitch at Old Warden Cricket club on Sunday afternoon 6th June 14:30 – 19:30 They are asking for a small donation of £1.00 per person to cover the cost of the event. It is a very relaxed meet, with a bar, hog roast and BBQ plus live music.

Sunday the 13th June sees a return of Cars on the Farm at Tewin, spaces are limited so book early. See the Events List for booking details.

Classic Stony returns on Sunday 4 July on the Market Square, Stony Stratford. You can just turn up and take pot luck where you park or pre-book to reserve a space on the Market Square. Those who pre-book will receive a rally plaque, collected from the information tent on your arrival. Pre book at : www.classicstony.co.uk

The 75th Wansford Show, celebrating the best of village life, is on 28th August. It is being organised by a Camb Followers member, his email is on the Events List.

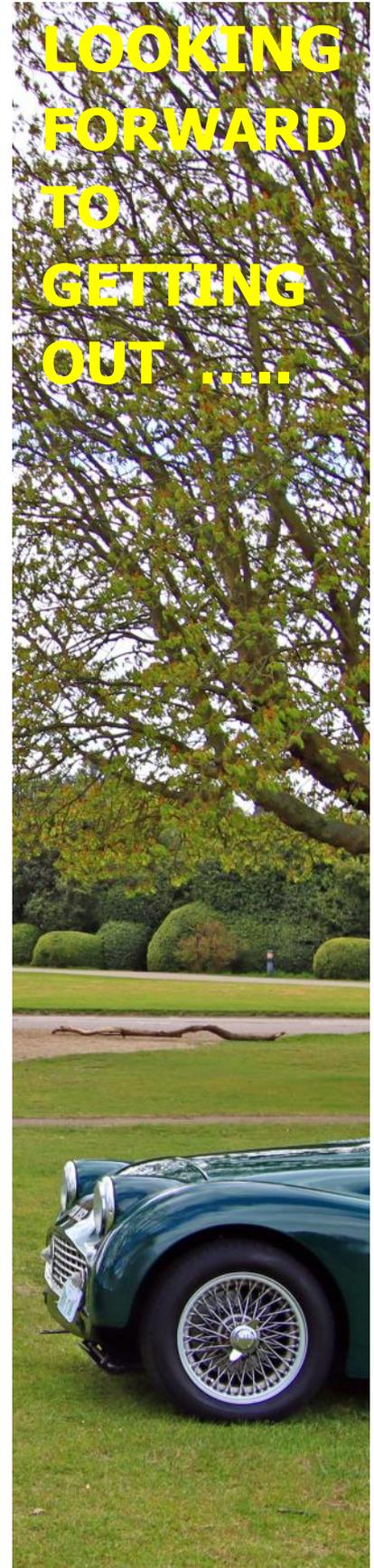
If you have not booked your ticket for Classics in the Walled Garden, I strongly advise you to do so as numbers may be limited. <http://www.petermadden.co.uk> This event has always enjoyed good support from the LVG, we normally try and park together on the meadow and enjoy an evening picnic.

To officially get LVG events and outings off to a post Covid restrictions start, we are holding a **Break Out Buffet** at the Cock PH on Sunday 27th June in place of our normal monthly meeting. This will get underway from 12 noon, with a free, finger buffet for LVG members + 1 guest each. You do not have to turn up in your TR, just come along and celebrate with us to launch the start of the year's official events. Come along even if you do not want to eat but just join in the conversation. All members are most welcome, it will be good to see the newer members along with those who have not been to a meeting for some time.. To make sure there is enough food it is most important that you let us know in advance if you are coming and would like to partake of the buffet, as we need to advise the pub for catering. Please email us at trr.lvg@gmail.com as soon as you can.

Next on the agenda is the 4th **Shine and Show** on Wednesday 21st July. We will have TS2 at this year's show and there will be a chance to drive it in the days before and after the show. A terrific opportunity to drive a piece of Triumph motoring history. We hope to have a line up of all the TR models produced from TS2 to TR8. If you would like us to feature your car, please let us know. We will of course be looking for volunteers to help on the day, roles range from car parking through to judging for the various trophies on offer. Nothing too onerous and probably only for an hour or two. Please let us know if you are willing to help via the usual email trr.lvg@gmail.com

For more details on any events please contact the events team on E: trr.lvg@gmail.com

Phil & Mike Events Team



Events for 2021 C-19 restrictions permitting

- 20th May** Evening Zoom meeting and quiz invitation will be emailed.
- 5th-6th June** Bicester Scramble www.bicesterheritage.co.uk book in advance
- 6th June** Classics on the Pitch Old Warden from 14:30
- 13th June** - Cars on the Farm, Tewin Bury Farm Hotel, B1000, Hertford Rd, WGC, AL6 0JB <https://www.eventbrite.co.uk/.../cars-on-the-farm-tickets...>
- 19th June** Bletsoe Vintage and Classic Vehicle Show Bletsoe, Beds.
- 20th June** Motofest 21 Petrolheadonism & AutoAnonymous at Shuttleworth
- 25th-27th June** London Classic Car Show Syon Park (near Kew Gardens)
- 27th June** **Break Out Buffet** post Lockdown buffet lunch at The Cock PH, Broom
- 27th June** Luton Festival of Transport
- 4th July** Classic Stony Stony Stratford www.classicstony.co.uk
- 7th July** Classics in the Walled garden 4pm – 9pm Luton Hoo
- 11th July** BMC & Leyland Show British Motor Museum, Gaydon
- 17th July** Alcohol Free Drink and Drive 2pm onwards, The Cock PH Broom
- 18th July** Group Meeting 12:00 onwards The Cock PH, Broom
- 21st July** **Shine and Show** Classic Car Show The Cock PH, Broom
- 28th July** Harpenden Classics on the Common
- 30th July-1st August** Silverstone Classic
- 1st August** Flitwick Lockdown Car Show to book a space call 07368 117032
- 8th August** South Beds. Classic Car Show The Cross Keys, Pulloxhill <https://southbedsclassic.uk/register>
- 12th August** Pirton Vintage and Classic Car Show 3.30pm onwards Pirton Rec.
- 13-15th August** Triumph & MG Weekend 3 Counties Showground Malvern
- 15th August** Group Meeting 12:00 onwards The Cock PH, Broom
- 13th-15th August** Retro CarFest at Bicester Heritage www.bicesterheritage.co.uk book in advance
- 22nd August** MG & Triumph Spares Day Telford International Centre
- 28th August** 75th Wansford Show £4.00 per car including occupants garypunter@aol.com
- 29th August** Little Gransden Airshow
- 5th September** TSSC Duxford Picnic IWM Duxford
- 18th-19th September** Goodwood revival
- 18th-19th September** Sywell Pistons and Props Sywell Aerodrome
- 19th September** Group Meeting 12:00 onwards The Cock PH, Broom
- 25th-26th September** Kop Hill Festival Weekend

The Bent Conrod Trophy - Jon Marshall

I owned my first TR – a 1966 TR4A – from 1967 to 1970. It was New White with black screen frames and hard top, like my present 4A. I sold it when work in the UK's aerospace industry dried up and I went abroad for a while. For the usual reasons (young family, mortgage) it was several years later before I felt able to consider TR ownership again. I saw an advert for a 4A in the local free newspaper, not the usual place one would expect to see such an advert. It was rough and would require restoring before too many years but it was cheap so I bought it.

I drove it for a few months. One sunny Friday evening driving back from work on the A1(M) with the roof down I let enthusiasm get the better of caution and put my foot down hard. Very satisfying!

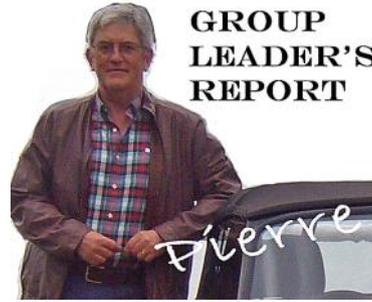
The following Sunday morning I was driving it through Wymondley when there was a sudden explosion from under the bonnet followed by a cloud of steam as the car came to a halt. Having got the car towed home I investigated and found that a piston had disintegrated, no piece bigger than an egg. The liner was smashed and the conrod bent and twisted. Also a piece of piston ring had gone out of the exhaust port and into another cylinder, embedding itself into the top of the piston and writing it off.

I took the conrod to an LVG club meeting to show everyone and suggested to Eddie Holden that he could get it chromed and mounted on a plinth for use as a Group trophy. Initially it was called the Bent Rod Trophy but at the time one of Pete Muncer's friends called Rod was a member of the Group, so out of consideration for him, we changed the name!!



Jon.





GROUP LEADER'S REPORT

Good news: the Sun is still shining in between the rather wintry showers. For those of you who have read the front page of the LVG section of the TRR website, the next few words will not be a surprise as they are a little bit badgering (which as far as I know has no impolite implications or *double entendre*). The subject matter is quite simple really, how much are you driving your TR? Is it enough - only you can answer that of course, but from an LVG perspective, the answer may be different, judging simply by the response rate to the request for photos of you out with your TR on the recent Drive It Day. Perhaps I've missed some of your offerings (and if so, I apologise) but the number of people who contributed to our appeal was quite a lot lower than I expected. So (!), come on get it out and use it, take photos and show us the nice places you've been. Your space in the LVG calendar awaits you.

In the previous TRunnion, I mentioned something about navigation challenges but not that our next challenge is a simple one – finding a specific barn in Wenselydale that is a holiday let we have rented. The first part of the journey should be easy – follow the signs towards 'The North'. A question I have is where this place is. . . . Does anybody know exactly where in England is the most northerly sign for 'The North'?

You may read elsewhere of my exploits in fitting DRLs to my TR6, but this is where I mention my Trolley jack discovery – a hydraulic jack that now works but apparently with no hydraulic fluid in it! I was jacking up the front of the car to get better access to fit the DRLs and found that my low entry height Clarke jack would not raise its lifting arm more than about 2 inches. Looking at the manual suggested checking the fluid level and purging air out of the system. The first check showed an absence of fluid so the remedy appeared easy, even though there is absolutely no evidence of fluid loss from anywhere! Strange. But not as strange as the fact that the jack now works! However, I will soon be looking to buy the correct hydraulic fluid and investigating further. Although my area of work expertise is avionics weapon systems, a hydraulic system that works without hydraulic fluid still seems a bit weird to me.

That's it for now, time to let you get on to read the good stuff in TRunnion. Or get your TR out for a drive somewhere – even to the supermarket counts. Why not The Cock? The landlord Nick, has done a great job in the garden constructing the TR Barn, supplemented by many tables in the garden – plenty of space for everybody

Very best wishes to everyone and hope to see you soon, maybe in The Barn?

Pierre .





The Matteringings of Muncer

Pete Muncer

First of all this month, some further news regarding CACCC tours. Tibbles Tour on June 27th will be starting from a new breakfast venue for us, at Knebworth Golf Club – this will require an initial run of a few miles up the A1(M) to get out into the country lanes, which will get the cars nicely warmed up anyway. The traditional finish back at the Carpenters Arms in Harpenden is all arranged, complete with fish & chip supper. At the time of writing (late-April), we have 30 cars entered, so clearly folks are keen to get on the road again with their classic cars. I am waiting for a couple of venues to confirm their post-Covid dates of opening, and then will be carrying out the route recce in late-May, before finalising the route and producing the road book.

Details of the Falling Down Tour in September were published in last month's Trunnion, but this tour has had to be re-arranged, due to our original hotel choice being unable to accommodate us. Not surprisingly, hotels are going to be very busy post-Covid, but some seem to be allocating rooms simply on a first-come first-served basis, and not bothering about following up on potential bookings for large parties. The event will be based now at the Stoke-by-Nayland Hotel, Golf & Spa, on the Suffolk/Essex border near Colchester, on Thursday 30th September & Friday 1st October, with the tour through Suffolk, Essex and back to Hertfordshire on Saturday 2nd October. Currently 24 cars are entered for this tour.

Regular readers will know that my mechanical knowledge and aptitude are on a par with my culinary skills (I do make a nice cuppa soup though), so I have always relied on the services of a professional expert to keep the TR in order. For many years, the expert in question was Pete Cranwell, who lives in Normandy, and he used to make regular trips back across the Channel to service his customers' cars. Unfortunately the combination of Covid & Brexit meant that Pete's U.K. workshop activities had to be shut down. So early in 2020, I had an initial chat with our local classic racing team, for some work to be done on my 4A. The plan was for JB Sports in Welwyn Garden City to do a pre-season service on the car in April 2020, but of course the first Covid lockdown blew that plan away. The car must have done only about 500 miles last year, with just one tour completed, but in 2021 the outlook is more positive, so a full service is required, and a return approach has been made to JB. Primarily they are Morgan specialists, and race a very rapid Morgan SLR with a potent TR 4-cylinder engine, so they should have no problem dealing with my virtually standard TR (especially as they also prepare a "King Cobra" Cooper Monaco with a 4.7 litre Ford V8 stuffed in the back). Normally JB enter about 30 race meetings each year (including several foreign trips), but in 2020 that figure dropped to just four. This year they are hoping to get back to something approaching normality, although trips abroad are a question mark still at the moment.

"Motor Racing is Dangerous" is printed on any race meeting ticket, but after chatting with the guys at JB, I think the phrase "Motor Racing is Very Expensive" should be added. OK, we all know that F1 operates in terms of millions, but I had not realised what it costs to compete even at lower levels. The Donington Historic Festival in May has a 3-hour race for 1960's GT & sports cars, and JB were contemplating entering the Morgan SLR – until they saw the entry fee for the race – an eye-watering £2500! I don't know how many laps around Donington would be achieved in a 3-hour race, but the cost per lap doesn't bear thinking about. What happens if the car expires after a few laps - can you ask for a refund of the unused laps? No doubt about it, classic tours are more cost effective, and last for longer than three hours – unless of course the car refuses to start in the hotel car park (it has been known). At this point, we won't talk about the driver of a 4A who organised an LVG tour a few years ago, and then ground to a halt (broken HT lead), and had to be rescued by the rest of the group (all for the want of a spade terminal).

The TR managed another warm-up run (now no longer classed as essential) on April 18th, and funnily enough our route took us to Broom, where we thought we might as well stop for a drink at the local hostelry, and what do you know, several other TR drivers had the same idea. Having got to The Cock, we thought that something to eat would be a good idea as well, and ended up sharing a table with the Group Leader and Deputy Group Leader and their better halves – what an amazing coincidence. Anyway, it was good to see folks "in the flesh" again if you will pardon the expression.

I had fixed the Drive It Day plate to the car a week early, as we were not able to participate on the day itself – the DID plate was the most robust and solid example I have ever come across – thick rigid plastic, rather than the thin pliable version we usually get on CACCC tours. Actually, like many things (post-Covid), the cost of having rally plates printed is becoming prohibitive, and we are looking at cheaper options for CACCC.

Away from TR topics for a moment, a friend of ours has just acquired a 2007 Bentley Continental convertible – obviously not a classic but a very imposing vehicle nonetheless – 6-litre V12, 4WD, auto, twin turbos, etc. Not surprisingly, just about everything on the car is electrically operated, so it is fitted with two batteries. A brief blast (as a passenger) up the A1(M) at a speed which may have been slightly above the legal limit, confirmed my suspicion that it would be very easy to jeopardise your licence in such a vehicle – at least in a TR you are very aware that you are pressing on a bit.

All this electrickery brings me to my final comment this month. I have just read that self-driving cars may be allowed on U.K. roads later this year. We won't get into the debate about whether such vehicles would be more intelligent than some of the idiots you see on the roads these days. However, as far as TR's are concerned, I am tempted to quote Basil Fawlty - "what is the bl**dy point?" Apparently there are TR's in existence fitted with diesel engines, we have seen royalty driving around in an electric E-type and no doubt an electric TR will surface at some point, but a self-driving TR? – what an absolute waste of time, when the whole point of classic car ownership is the joy of driving the car.

OK, rant over for this month – looking forward to June, when hopefully all restrictions are lifted and we can use our TR's fully again.

Pete.



Drive it Day 2021



Brian Chidwick



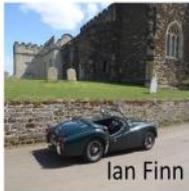
Pierre Milles



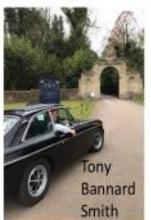
Graham Teeson



Roger Payne



Ian Finn



Tony Bannard Smith



Tim Hunt

Little did we know when we went on our last DiD organised TRip to Bressingham, that we would be so interested in a Government Road Map to enjoy our freedom and drive our cars on this annual event. On the plus side we were able to get out and about this year and LVG members submitted some great photos of where they went. A big thank you to all those who sent in pictures and also to Alison Payne for co-ordinating and building the montage below. We all hope we can have an organised

Drive it Day in 2022. If you have any suggestions of what we could do, let the Events Team know.



Nick Amey



Jon Evans



Phil Sanford



Mike Aldridge



Drive - it - LVG



Brian Chidwick



Pierre Milles



Phil Titchner



Nick Amey



Jon Evans



Graham Teeson



Roger Payne



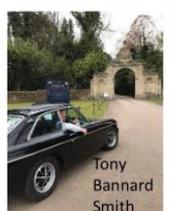
Phil Sanford



Mike Aldridge



Ian Finn



Tony Bannard Smith



Tim Hunt



Chris Glasbey



Murray Walker - a tribute

Jon Marshall

The term “National Treasure” is used so much these days there is a risk that it will lose its value. However, I think that Murray Walker fully deserves the accolade. His enthusiasm for all things to do with motorsport was infectious and with the “hype” he brought from his job in advertising, the combination was irresistible. He was notorious for the gaffes he made; we loved him for these, not despite them.

Here are some of my favourites; I started with a list of fifty and cut it down. There are lots more to choose from and it was difficult restricting it to these. Other people will have their own preferences.

The car is totally unique apart from the one behind which is identical.

There’s nothing wrong with the car apart from it’s on fire.

That would have been Senna’s third win in a row if he’d won the two before.

You could cut the tension with a cricket stump.

Do my eyes deceive me or is Senna’s Lotus sounding rough?

The gap between them is nine tenths of a second which is less than a second.

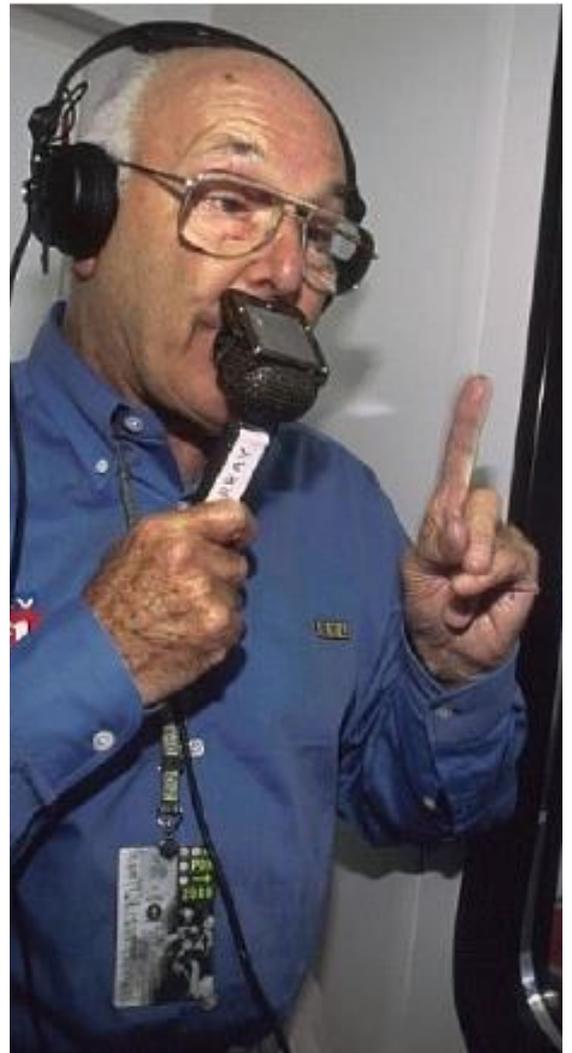
Andrea de Cesaris, the man who has won more Grands Prix than anyone else without actually winning one.

And now excuse me while I interrupt myself.

The young Ralf Schumacher has been upstaged by teenager Jensen Button who is twenty.

I’m ready to stop my start watch.

I should imagine the conditions inside the car are unimaginable.



There are seven winners of the Monaco Grand Prix on the starting grid and four of them are Michael Schumacher.

Even in five years time he will be four years younger than Damon Hill.

The circuit is interesting because it has inclines and declines. Not just up but also down.

With half the race gone, there is still half the race to go.

Either the car is stationary or it's on the move.

I can't believe what's happening visually in front of my eyes.

Now we have the same situation as at the beginning of the race, only exactly opposite.

Schumacher wouldn't have let him past voluntarily. Of course he did it voluntarily but he had to.

That's history. I say history because it happened in the past.

He can't decide whether to leave his visor half open or half closed.

And this is the third place car about to lap the second place car.

Tambay's hopes which were nil before are absolute zero now.

Prost can see Mansell in his earphones.

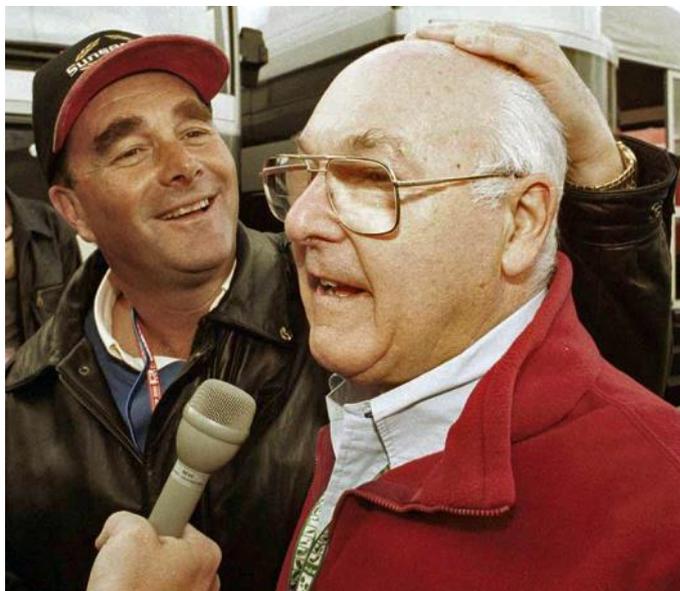
This will be Williams' first win since the last time Williams won.

And finally, during an interview with Bernie Ecclestone -

Murray "So Bernie, in the seventeen years since you bought McLaren, which of your many achievements do you think was the most memorable?"

Bernie "Well, I don't remember buying McLaren."

son.



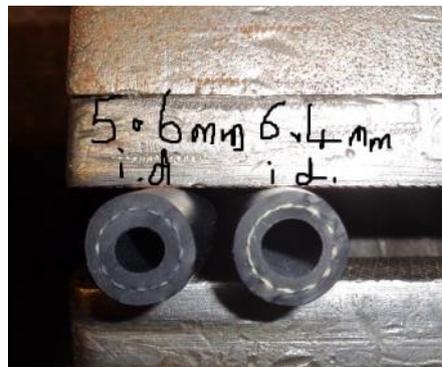
Fuel Hose issue ...

Tim Hunt

Much has been written of late concerning the threat posed to conventional rubber components by increased ethanol content in petrol. The concensus seems to be that SAEJ30R9 specification hose is the way to go. This specification actually covers high pressure resistant hose for fuel injection but of course it is equally suitable for an engine with carburettors.

I recently needed hose of both 1/4" (6.4mm) and 5/16" (7.9mm) internal diameter for my car and sourced lengths of both. The 5/16" hose (Continental) was a nice snug fit on the pipe running along the chassis to the fuel pump. However, the 1/4" hose (Goodyear) was too loose on the smaller diameter piping from the pump and on the carburettor inlets and outlets, so loose in fact that a Jubilee clip would not give a leak proof seal. To achieve that I carefully wrapped aluminium kitchen foil round the pipes and carburettor inlets/outlets to increase their effective diameters. I was not at all happy with this arrangement and after some research found that R9 hosing was available in 5.6mm i.d., specifically recommended for Volkswagen models that had carburettor inlets of 6mm diameter. I obtained a length of this hose, from Machine7 in Nuneaton (www.machine7.com). Application of a tiny smear of rubber grease on the pipes allowed the hose to be pushed on to the tubes quite easily while giving a secure seal.

Tim.



What Katy did (episode 6)

Mike Aldridge

Here we go again!!

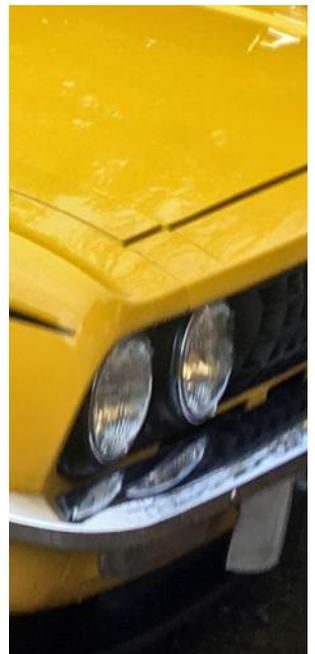
Regular Trunnion readers will know, but for our new members, Katy is an Inca Yellow 1978 Triumph Dolomite Sprint, purchased by Phil Sanford & Mike Aldridge to undertake the Club Triumph bi annual "Round Britain Reliability Run" (RBRR). She was purchased from the one lady owner in December 2019 with 55K miles

(yes really) on the clock. We started looking at what we needed to do to get around the 2000+ miles route over 48 hours and no sooner had we started than the dreaded Covid struck and everything eventually got cancelled. The good news is that the event is roaring back and will be bigger than ever to take place over the first weekend of October 2021. The organizers now have around 150 cars filling the entry, with all of them being Triumphs of all models. The route changes marginally each time, but this year starts at Knebworth House (thank goodness the start is close to LVG Country) and returns to the start point 48 hours later, having visited John O Groats and Lands end. Say it quickly and it sounds simple. Phil has had an urge (not easy at his age) to take part for a while, but neither of us fancied doing it in our TR5's, so over quite a few pub chats we hatched a plan to buy a Triumph saloon to take part. Unlike Tim Hunt who has completed RBRR over 20 times in his TR4, we also decided we needed a 3rd man, so Phil's son Mark is joining us. Phil maintains that he will be happy to do the first hour and last hour of driving with Mark & Mike completing the rest. Dream on Phil.

So, what has Katy done since our last report.....in short very little. No added maintenance has been undertaken, but Mike did take her down and over the QE2 bridge at the end of April. The whole day added 180 miles on the clock and she got home ok. Like many Trips in classics, they give you some mechanical gremlins to ponder while on route. Being mostly Motorway it was top gear with overdrive engaged all the way. Even the 8.30am departure didn't see the normal M25 car park situation and the first 70 miles was completed in just over an hour. Katy seemed to enjoy overtaking all the grey SUV's that populate our roads now. After a great day south of the river, it was time to return home. Around 20 miles of A roads to get to the M25 went well, but when I got on the Motorway and flicked the overdrive switch, nothing happened. Blast, I thought!!! Even a bit of fidling didn't get it engaged, so I carried on about 10mph slower for around 15 mins, when lurch and overdrive engaged. Still a good way to go, so I didn't touch anything and all was well. A little more disconcerting was the fact that every time I indicated, the headlight went out momentarily, but thankfully came back on. I then became one of those drivers who don't always indicate when changing lane. It was pretty quiet at 9pm, so I don't think Katy will have upset anyone.

That's the latest on What Katy Did and you will see much more progress in the next edition of Trunnion.

Mike .



See and BE SEEN

Pierre Miles

Yes, another item about lighting! Way back in early 2015, I replaced the standard incandescent lamps in the sidelights of my TR with LEDs and was really impressed with the increased light output, enhanced even more by the later replacement of the plastic lenses front and rear.

This is fine whenever the lights are switched on but there have been several occasions when certain sets of circumstances have arisen when I have worried a little about the TR being visible to other road users. The combination that arose several times during our DID drive to Norfolk finally persuaded me to do something about my concern. The circumstances typically arise on sunny days driving along tree lined single carriageway roads with lots of alternating shaded and sunny areas, with an oncoming line of traffic. I start thinking about who in that line of following drivers is looking to pull out onto 'my' side of the road to overtake and whether or not they can see me approaching. As a general rule, I do not in daylight switch on any lights unless there is a real need. Switching on side lights would help of course but then I am presenting drivers behind me with red lights that would indicate that I am slowing down, when I am not. Added to that is a different concern, forgetting to switch them off and risking a flat battery. The remedy is of course, very easy – do what is done on pretty much all modern cars and use daylight running lights, DRLs. As a result of finally giving in to this trend, my 6 now has a pair of very bright DRLs, mounted on the spoiler below the bumper, just about within the legal position and operating requirements, governing minimum height above the ground and linked to the main lighting circuit (DRLs are required to be switched off when standard lighting is on)

All it took was spending a little money and quite a few hours (too many of course) one weekend. All very straightforward once you ignore the revelation that the TR6 spoiler is not a solid part but double skinned tough plastic necessitating a change of plan on how to fix the lights to the car and the usual problem of finding somewhere in the engine bay suitable to fit the lighting control box (needed to ensure correct switching on/off in conjunction with ignition and standard lights).

Anyway, it's now done and my only concern is that I do not dazzle oncoming drivers – I have absolutely no concern now about not being seen, so a positive outcome. All I have to do now is refit the third brake light and I'll be happy (may be).

The photographs should show the increased visibility of my car with the DRLs on



Pierre.



Hi Chris,

Thanks for doing what you do, it's great to see what people are up to with their cars. I retired early last year and went about achieving my lifelong ambition of owning a classic sports car. Like most people who want a classic car, there are always blockers to actually achieving your dream ...kids, kitchens, extensions and so on.

In June 2020 I took proud ownership of a 1962 powder blue TR4. The car has matching numbers and a great history. As it frightened the life by its pulling power it was christened Blimey by a previous owner who has taken the time to document the cars history back to the second owner who was a young RAF pilot (well it really had to be didn't it).

My wife was easily convinced with this car as I told her it was built in Coventry in 1962, the same as her and that had to be an omen, that the two loves of my life were born in the same city in the same year about 8 weeks apart.

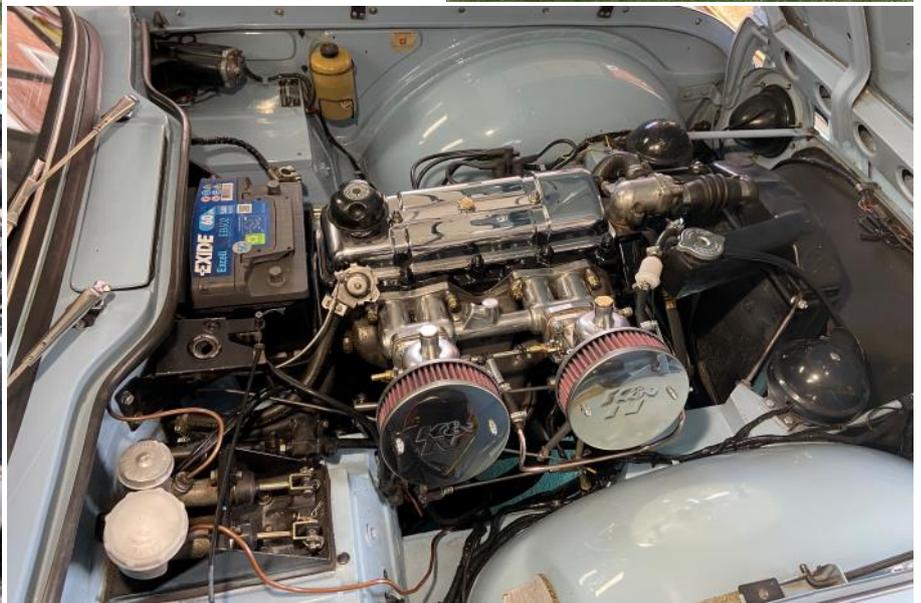
I have every intention of keeping this car and I believe I have a responsibility as the guardian to maintain and improve it as one day I will pass on to someone else who should do the same. I have since been doing work on the car, which was already in good condition, to make it GREAT. I started by getting the obligatory door creases out where the doors were pushed against the wings and a new carpet. The carpet was done bespoke by Piper Trimmers in Yeovil and when I saw the carpet against the good seats, I knew they had to be replaced.....and the guys at P.T. did a fantastic job re-upholstering the seats in Italian leather.

I have been polishing and cleaning the engine bay and it is starting to look pretty good. I look forward to meeting you all and learning about classic cars and actually getting out and about in my pride and joy.

I have attached some pictures.

Thanks again for your enthusiasm.

Bill Neilson.



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 7

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.

Following last months longer submission, this month sees a slightly shorter one owing to time constraints; sorry about that. Today we look at pistons and rods assembly. There’s more to this than meets the eye, especially if you have to re-do anything. The pistons transfer the energy of the burning fuel to the crankshaft and therefore, it is imperative to get them right to ensure smooth running. Some describe a thermic engine as a glorified air pump, getting air in and out as efficiently as possible. Is this analogy is correct, then the cylinders and pistons represent the absolute heart of the engine.



I may have included this picture before but this shows the pistons and rods as they came out of the engine. There was absolutely nothing wrong with these and for their age, they were in extremely good condition. Upon examination of the cleaned up block however, we notice a minute hairline mark on one cylinder and rather than take any risks, decided to rebore, therefore resulting in the need for new pistons also.



So here are the new uprated pistons which are now +60. This means their diameter is 60 thousandths of an inch bigger than original spec. This is to accommodate the fact that the cylinder was bored out by the same amount to remove the hairline fracture we discovered. We also see a new set of piston rings and the original conrods which have been very nicely cleaned up. There was an option to replace these too but I didn’t see the need as they are in very good condition.

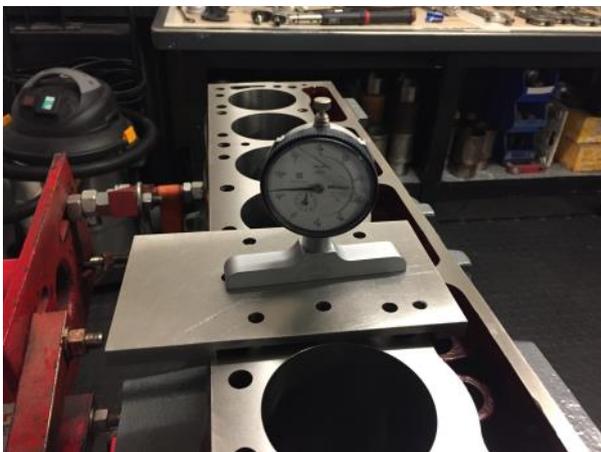


We now go through a process called Decking. This is to ensure the top of the cylinder does not protrude above the top of the block, thereby creating a risk of hitting, or indeed destroying, the valves.

We assemble each piston / rod assembly, without rings as they are not currently needed, and very carefully place them into each cylinder, taking care not to damage (nor even touch!) any polished parts at all (hand underneath to guide the conrod through). Bearings should be cleaned and bearing guard applied for lubrication to ensure absolutely no damage before securing the bearing. It also matters which way round they go; the "open" end of the conrod part of the bearing should face the camshaft.



This shows one piston inserted. This procedure should be done for all pistons and once they are in place, the tops should be numbered and marked with a felt pen or equivalent (Sharpie pens are excellent for this purpose). I will go into the nature of the markings next time but for now, the numbering is important as we are basically assigning a piston to each cylinder, and as decking is done per cylinder, you should not really mix them afterwards. That said, unless they are all within tolerance, you would have a problem anyway.



Measurements are taken using a micrometer depth gauge to determine any difference between the height of the top of the block, and the height of the top of the cylinder. The plate is absolutely flat and measurements are taken through the holes in it. Ideally the difference should be 0 or within 1 thousandth of an inch. I have to hold my hand up and say I have no idea what you do if you are outside this tolerance but I'm sure Google would know!

Next will be more work on the pistons leading to final installation.

See you next time on ... Following in his Grandad's Footsteps.

For Sale Garage



CLARKE TEMPORARY GARAGE

Model CIG81015 4.5m long x 3.0m wide x 2.5m high

Great for all TR's from TR2 - TR7 plus ordinary cars !!

Click together grey powder coated steel tubing, with triple layer polyethylene cover (green outside, white inside)

Very simple assembly/disassembly, absolutely complete, with good instructions.

It took Pat and I a morning to erect the frame, plus a couple of hours to put the cover on.

It can be transported in two boxes in a medium saloon or hatchback .

It is only 12 months old
 Good Quality
 Excellent condition
 At half the original price ...
£150. 00

Near Shefford.

Call David : 07785-502830



Another illustration to show open entrance

Free to LVG members !

These items are from a members TR5 which he has now sold. They were working and serviceable when they were removed . They have been upgraded and are offered free to LVG members. Any non-LVG persons may make a small donation to the group.

If anyone is interested, please **contact Phil on 07919-037321**
or E: p.sanford051@btinternet.com



Cast aluminium rocker cover



Steel petrol tank



*Lucas 15AC alternator 28 amp
 (handy to carry as a spare)*

For Sale Trailer

Wooden baggage trailer, 5 ft x 3 ft x 1 ½ ft with 1 ft deep box that clips on top; plus spare wheel and cover. New hubs (trailer not used since replacement). One light cracked. Needs new mudguards. Offers invited.

Contact Jon Marshall to view
j_a_marshall@hotmail.com

