



TRunnion

Communicating with Lea Valley Group and the world

stay safe with your TR

202106 JUNE

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



On the road again

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 ...

Rarely can I say that driving through Milton Keynes is a pleasure but with a 5.45am start last Sunday, heading for Prescott, we passed through MK around 7.00am ish and the roads were traffic free. It was actually a joy to sprint from one roundabout to the next.

Some LVG members are heading off to Portsmouth for the start of a "Coast to Coast" run followed by a few days touring in Wales. We look forward to a report and photos in the next Trunnion.

Enjoy driving your TR this Summer, although not so easy having to plan venue visits rather than just calling in. The new world will take some adjusting to.

See some of you at the Breakout .

Chris .



What's IN

- 3 Zoom salute
- 4-7 Break out the Events
- 8-9 A sheepish grin from G.L.
- 10-11 Go 4th mutters Pete
- 12-13 Prescott Hill track day
- 14-16 French Connection 8
- 17 A letter about Sir John
- 18 Katy with mirrors
- 19 Silencers,Hub—For Sale
- 20 TR4A clutch slave adjust
- 21 The sun goes down

DEADLINE DATE for articles & photos for next issue is Wednes. 7 JULY

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:-

E: chris.trunnioned@btinternet.com



GROUP LEADER: Pierre Miles
 T: 01438—880460 E: pierremiles@hotmail.com
DEPUTY GROUP LEADER: Brian Chidwick
 T: 01462-730676
 E: brianc.trlvg@btinternet.com
TREASURER + EVENTS TEAM : Phil Sanford
 T: 07919-037321
 E: p.sanford051@btinternet.com
Trunnion EDITOR : Chris Glasbey
 T: 01223-833700
 E: chris.trunnioned@btinternet.com
TECHNICAL advice : David Dawson
 T: 07785-502830 E: xd.xp@btinternet.com
Advisor: Jon Marshall
 T: 01462-673956 E: j_a_marshall@hotmail.com
EVENTS TEAM: Mike Aldridge
 E: mikealdridge@virginmedia.com

Alison Payne
 E: apayne1@btinternet.com

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 ?

With thanks to all the regulars and a few guest appearances over the many months of successful LVG ZOOM meetings and some fairly tricky quiz questions. Special thanks to Phil for hosting these events ...and to the various Quiz Masters who kept us entertained.

In the scene below, from the May meeting, it could be that Alison has made an amusing remark but David was not so sure and had to mute himself. We may zoom again later in the year ...but meanwhile look forward to meeting up in reality ?!



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

Book NOW ..or No Food!

What's On ... in June / July ?

Fingers crossed that 21st June brings the good news of the relaxing of Covid restrictions. Most, if not all of us, have been double jabbed and hopefully protected to a great extent from the worst of the dreaded C-19 virus. As they say during a breakdown on the TV, "normal service will be resumed as soon as possible". Undoubtedly there will be precautions that have to be taken for some considerable time yet but we can taste normality returning.

Several of our members (7 cars) are taking part in the **Coast2Coast** trip organised by Paul Hogan, starting on the 14th of June from Portsmouth and ending up in an unknown destination in the north of Wales. We will be joined by 5 cars from Cambs Followers. The tour has been extended by a couple of days and given the title "**Welsh Wander**". No doubt there will be a great deal of wandering about and if previous tours are anything to go by, getting lost.

Motofest 21 car show at Shuttleworth is on 20th June, tickets need to be booked in advance via Eventbrite and is excellent value for money as you have access to all the hangers included in the entrance fee of £20.00 including all occupants of the car.

Next up is the **Breakout Buffet** on the 27th June at the Cock PH, Broom. This is in place of our normal monthly meeting on the 20th and should be our first post lockdown meeting of the year. All members are most welcome whether you are in a TR or not. The plan is that we can meet up in the paddock at the back of the pub and have a good catch up, renew and make acquaintances with new members who have not been able to attend meetings due to lockdown. Being in the open air is a much more sociable event and hopefully makes people feel safer. The finger buffet, which will be free of charge to members and one guest, is not obligatory and if you just want to turn up for a chat and a tyre kick that is fine. If you do want to partake of the free buffet, please let us know via the email trr.lvg@gmail.com so we can book the food. You are welcome to bring an extra guest but will be charged at £6.50 per person. Final date for booking food is 20th June.

The 7th July see the return of **Classics in the Walled Garden** at Luton Hoo. The show is on from 4pm to 9pm and is a firm favourite with the LVG. We normally park as a group in the paddock and enjoy a picnic tea complete with candelabra. Advance tickets can be booked via http://www.petermadden.co.uk/contact_us.php Look out for the LVG banner when you arrive.

Our premier event of the year **Shine and Show** will be held on 21st July, again in the paddock at the Cock in Broom. TS2 will be in attendance as our centrepiece. If you would like to have a drive of the car in the days before or after the show, please contact Pierre via email. My appeal last month for volunteers to help has so far yielded no result, please come forward and offer a few hours of your time on the day and help make this year's show a memorable one. Contact is via trr.lvg@gmail.com There are cups to be won, including Best TR, Best Sports Car, Best Saloon Car, Best Rolling Restoration and Furthest Travelled to the Show. There will of course be a grand raffle with some really good prizes. If you would like to be generous and provide, or sponsor a raffle prize, we would be very grateful. Please let us know via the usual email if you can do this. The proceeds of the raffle help defray the cost of putting on the show, so it is in a good cause.

The end of July sees the **Silverstone Classic**, the infield club parking is no longer available but if you would like to go there maybe spare seats available with members who are going. Again, email us and we will see if we can find you a ride.

The talk by the Concorde pilot is back on the cards, just waiting for things to settle down and for people to be comfortable to meet in a larger group indoors. Watch this space!

Some other things that are in the melting pot are a visit to Whitewebbs Museum of Transport, The De-Havilland Museum and a visit to The Great British Car Journey <https://www.greatbritishcarjourney.com/>

Other events are as the listing below and may well be attended by other members of the group. Our WhatsApp group is a good place to check out who is going.

If you need any further information on any events please get in touch.

Phil & Mike Events Team

A list of events for 2021 C-19 restrictions permitting

- 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 free 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 Look out for club discount code on TRR website
- 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



Bring your Classic Car to our

Shine & Show Night

On: Wed 21st July 2021 - 4.30pm - Dusk



@
**The Cock Inn
Broom
SG18 9NA**

**Serving great beers
straight from the cellar &
tasty food from the BBQ.**

LIVE JAZZ BAND
"Lend Us A Tenor"

*All classic cars welcome
The show is staged on a large field at the rear of the pub.*



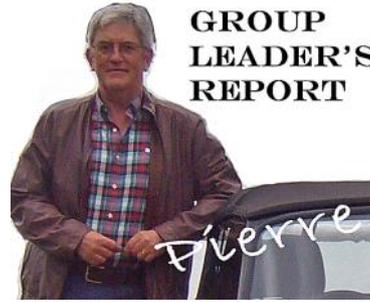
Trophies for -
Best sports car
Best saloon car
Best rolling restoration
Best TR
Furthest travelled to the
show

Enquiries via email to-
LVGshineandshow@gmail.com



**FREE
ENTRY**

Grand Prize Raffle



....or maybe
it's a story
about sheep

Dallying in the Dales

The recent glut of TV programmes about farming in the UK must have reinforced everyone's ideas that Britain has an abundance of really attractive countryside. It may not be as dramatic or large as some other places in the world but very easy on the eye and close at hand. With international travel having been severely restricted by the Covid constraints (even within Great Britain) Pat and I decided in 2020 that we would take ourselves up to Yorkshire to visit the northern dales. As the departure date approached it was clear that our choice of a self-catering break meant that we would not be using the TR for this trip despite that being my original intention. The choice became self-evident once we considered the food we would be taking plus the range of clothes needed to cater for any weather we could expect to encounter in the Dales, compounded by the fact that I wanted to take my new astrological telescope as well, to take advantage of the dark skies in the area. Having decided that we would use the Giulia, it was still going to be a squeeze. Checking the weather forecast a few days before departure revealed that we would be experiencing very cloudy weather, so much so that the decision was made to not take the telescope- but that still left way too much stuff to be able to use the TR even though we have become very adept at packing masses of stuff into it for our earlier tours.

Saturday in Aston dawned rather damp for our departure and it was a very wet 225 mile trip north, then west to our converted barn in Swaledale, very comfortable and relaxing in the Giulia and economical too, compared to what it would have been in the TR. Even the navigating was easy, obviously – just head for 'The North', wherever that is. Favourite place on the journey turned out to be a little town called Reeth – superb ice cream on the green.

Anyway, we found the barn, one of hundreds dotted around the hills, overcame the gates to access the off road parking and eventually got the better of the complicated door lock arrangements. Cosy little place with a huge garden (or was it a field?) complete with sheep, lambs, pheasant, rabbits and curlews. An hour later, we've unpacked and had our meal. Now to tackle the multi-fuel fire. Who doesn't like to set fire to things?

So, the break had started well, except for the fact that it was still raining - in a way that was to be the pattern for the week, fine mornings before the rain started in the mid-afternoon until late in the evening.

Every morning was a trip somewhere before settling in for a very cosy evening in front of the very hot fire. Sometimes the trip out was a walk or



for a drive somewhere interesting, like a sheep auction. There were of course thousands of sheep in the fields, I was 'assaulted' by one lamb who maybe thought I was a farmer bringing food, and on another occasion found a lamb that was caught by the head in a wire mesh fence. The dimensions of the mesh appeared perfect to ensure that a head pushed through was going to be difficult to extract

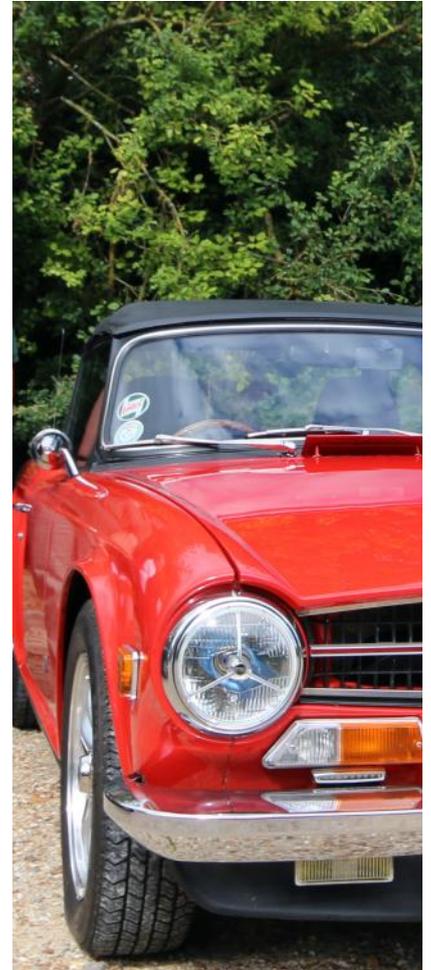
The local roads were very easy for navigating – there aren't many of them! But they are narrow and those stone walls look very close and hard. All the local traffic seems to comprise 4X4 towing trailers and quad bikes complete with sheep dogs on the back, with drivers who clearly know the roads and don't take prisoners. Life would have been much less stressful in a narrow TR. At the few times it was possible to have a look, the scenery was just great, especially in the sunshine. Being up there in severe wintry weather would have been a very different story altogether.

The sheep auction at Hawes was quite interesting although we were asked to leave on the basis that the organisers didn't want the public there in these coronavirus days. The car park was full of 4X4s pretty much all with trailers, so our bright red saloon car really stood out. The only worry was that the exit was through wheel disinfectant troughs, with no indication of their depth. The Giulia managed it OK but it would have probably been a different outcome in the TR.

The end of the week came all too soon and it was time to leave. Everything was packed away in the car, slightly easier now that we had eaten all of the food. Actually, it was fortunate that we had taken a lot because eating out would have been awkward – most places including pubs, did not have the capability to cater for many, if any, people outside and eating inside was not permitted. When we did eat outside it was certainly a bit cool despite the sunshine, so the food cooled down quite quickly.

A great week away, deciding to not take the telescope turned out to be the right decision – the only star I saw all week was our own, 93million miles away. Would we go back? Certainly, in fact we have already booked to return next year, when we hope to catch all the wild flower meadows in full bloom.

The Dales and the Yorkshire Moors not far away would be great areas to tour in a TR, but not in the depths of winter. In fact some of you may remember that our previous GL, Julian Hensman, was considering an LVG trip up there not long before he and Magda moved on to pastures new the other side of La Manche.



Pierre.





The Matteringings of Muncer

Pete Muncer

Watching the highlights on ITV4 of the Monaco Historique Grand Prix a few weeks ago, the thought occurred to me that if anyone suggested building a circuit like Monaco these days, they would be deemed to be barking mad – a narrow twisty track through the streets, with a fast approach through a tunnel on a curve, to a chicane right alongside the harbour, with absolutely zero run-off areas or gravel traps. Then you have to remind yourself that the circuit was first used over 90 years ago, in 1929, when the race was won by W. Grover-Williams in a Bugatti. There were several Bugattis in one of the races this year, but I have to say that modern full-face crash helmets just don't look right in cars of this vintage – so it was good to see that the winner of the race for 1961-1965 G.P. cars was wearing an open face helmet, and in a Lotus 21 he looked incredibly like Jim Clark. The best race (until it ended in tears), was between Jean Alesi (ex-Ferrari F1 driver), appropriately in a 1974 Ferrari 312B, and a guy called Marco Werner in a 1976 Lotus 77 – this was a case of a faster driver (Alesi) versus a faster car (Lotus). Having made the best start, Alesi had the Lotus up his gearbox for the whole race, until he was nudged into the barriers when Werner got a bit too close. It is difficult enough to overtake at Monaco, and virtually impossible in today's F1 cars – in the F1 Grand Prix a couple of weeks later, any overtaking moves were achieved by having a faster pit stop (or not in the case of the Mercedes team).



Browsing through the last issue of TRunnion, I arrived at the final page and was reminded of the 1960's song "King of the Road" by Roger Miller – "trailer for sale or rent" etc. Then I thought "that trailer looks familiar" - it should have done, as we bought it new in 1981 or thereabouts for towing behind our estate car on family holidays to Dorset – it was needed because the rear of the car was occupied by a large German Shepherd Dog. A number of years later, following acquisition of the TR and LVG membership, the trailer was passed on to the Group for transporting gazebos / tents / flag poles and other essential supplies to the TR International and other venues. I seem to recall that Paul Richardson was the custodian for some years, but clearly the trailer has done the rounds and finally has been cared for and renovated by Jon Marshall. Anyway Jon, sorry but I won't be bidding – does a 40-year-old trailer qualify for classic status?

I enjoyed the story by Jon, regarding the inception of the renowned Bent Con Rod Trophy. Maybe Bent Rod would have been a good name, but in Rod Hill's defence, he and Stuart McRoberts largely were responsible for getting me involved with classic cars (so it's their fault), and we shared the ownership of a TR6 (known as "Lulu") for a couple of years before I acquired my 4A. Sadly Rod then did become a bit of a deviant for a time, as he went off and bought an MGB – but as TR's and MG's will be united at Malvern in August, I guess we can forgive him.

"Get It Out and Use It" was the appeal / request / instruction from our esteemed Group Leader in the last issue – it appears that this comment did not refer to badgering or any other nefarious activities, but rather to use of one's TR - so possibly "Go Forth In Your TR & TRavel" might be an alternative slogan? Anyway, immediately following receipt of this directive, we set off for yet another warm-up run to The Cock, and lunch with other like-minded souls. Regrettably we will miss the "official" return to The Cock on June 27th, but in mitigation we will be using the TR that day on the CACCC Tibbles Tour – and at least the tour route passes close to Broom on the run back to the Harpenden finish at the Carpenters Arms.

The list of events compiled by Phil & Mike indicates that it would be possible to be out with your TR virtually every weekend during the summer – the Luton Hoo gathering on July 7th and of course the LVG Shine & Show evening on July 21st have been entered in my diary. The latter event will still feature TS2, in spite of the car's planned national tour being postponed until 2022, so I have put my name down for a drive – I have never driven an early TR, and you can't get much earlier than TS2.



I watched the BBC4 documentary "Classic British Cars: Made in Coventry", which concentrated on the men behind Riley, Jaguar, Alvis and of course Standard-Triumph – Sir John Black certainly came over as a forceful personality to put it mildly. According to Black's son, the first TR prototype, 20TS, was deemed to be "a load of rubbish" by tester Ken Richardson, and much redesign was needed before being launched as the TR2. Richardson's experience testing the original BRM V-16 may have coloured his thoughts – Stirling Moss described the BRM as "without doubt was the worst car I ever drove", with the Maserati 450S coupe at 1957 Le Mans running a close second. Maybe we should run a survey of LVG members – which was the worst car you ever drove?

The latest issue of TR Action included the news that LED bulbs fitted to your TR, will no longer be regarded as an MOT failure. I had been put off having such an upgrade for some time, but will now reconsider – the alternative option is to follow the example of our Group Leader and fit DRL's. When I acquired my 4A it had a couple of glow worms in the headlamps, and the need to improve upon these was brought home one dark and rainy night in the lanes of North Devon - it was the weekend that Princess Diana died, although that had nothing to do with the decision to upgrade the headlamps and fit an alternator & thin belt conversion. I don't do so much night driving now, but I do find that sitting higher in the VW campervan helps with the glare from oncoming lights. Maybe I need a set of LED eyeballs?

TR Action contained a letter from a member, highlighting the fact that there are a dozen or so clubs and groups catering for Triumphs of all types and vintages, and suggesting that it would be sensible to consider merging or consolidating with one of these groups, possibly the Triumph Sports Six Club. The reply from Editor Wayne Scott, suggested that rather than outright mergers, the way forward would involve partnership activities with other classic clubs, along the lines of the Triumph & MG Weekend at Malvern. Whichever route is adopted, the potential decline in membership numbers is a concern, due to the inevitable passage of time and "natural wastage", plus how to attract the next generation to continue to look after our TR's in the future. I think that many clubs of all types (not just classic cars) with "senior membership" are facing the problem of how to ensure continuity. On a personal level, the two groups that I am involved in helping to organise, CACCC and Welwyn Golf Society, both are struggling to ensure "management succession" – if anyone fancies planning classic tour routes, or maintaining handicap records, apply to the undersigned.

We are off to the West Country in our campervan for a week around publication time of this issue of TRunnion, just before the final COVID restrictions are due to be lifted on June 21st. However, writing these Mutterings at the beginning of June, there does seem to be a possibility that the current level of restrictions may be kept in place a bit longer. Hopefully this won't be the case, and all the various events on the calendar will be able to go ahead as planned – we can hope also that the weather will be in a co-operative mood for our campervan trip, then for Tibbles Tour, the Luton Hoo evening, and the LVG Shine & Show evening – or am I expecting too much from the British summer?

Pete Muncer

Pete.



Masked but ON-TRack @ Prescott Hillclimb



Jaguar E-type Register track day – 6 June – at Prescott Hillclimb

The TR Register were first invited to this event in 2018 and since then former participants continue to be invited. 2021 is also the 60th Anniversary of the E-type Jaguar.

It's 18 months since we've had to get up at 05.00 to get to an event, so it was quite exciting to creep out of Sawston (quietly?!) and set off. Interesting to note that the dual carriageway on the A421 into Milton Keynes is now complete and how many signs there are about the East West Railway.

Signing-On had mostly been done on-line with a new requirement of obtaining an RS Clubman licence from Motorsport UK*. Our entrance included 5 runs up the Hill (not timed and no helmets to be worn). We were joined by other invitees including a TR5 and TR6 plus Marcos', Austin Healeys and TVRs. Motorsport UK had decreed that as there were more than 30 people at the event, masks had to be worn at all timeseven though we were entirely outdoors and spread over an enormous field. This did result in a lot of muttering but most people complied.

There had been a fair amount of rain and the surface was quite wet, so a degree of caution was requiredalthough some cars (particularly an MG and a Bentley) were so careful they nearly seemed to be driving at walking pace.

The sun came out and the surface improved, so our last 2 runs were at a much higher pace (admired by some, especially the Start marshal).

A great but exhausting day out and a 245 mile drive in total. Apparently Richard Hammond was in attendance but we didn't see him.

Pat.

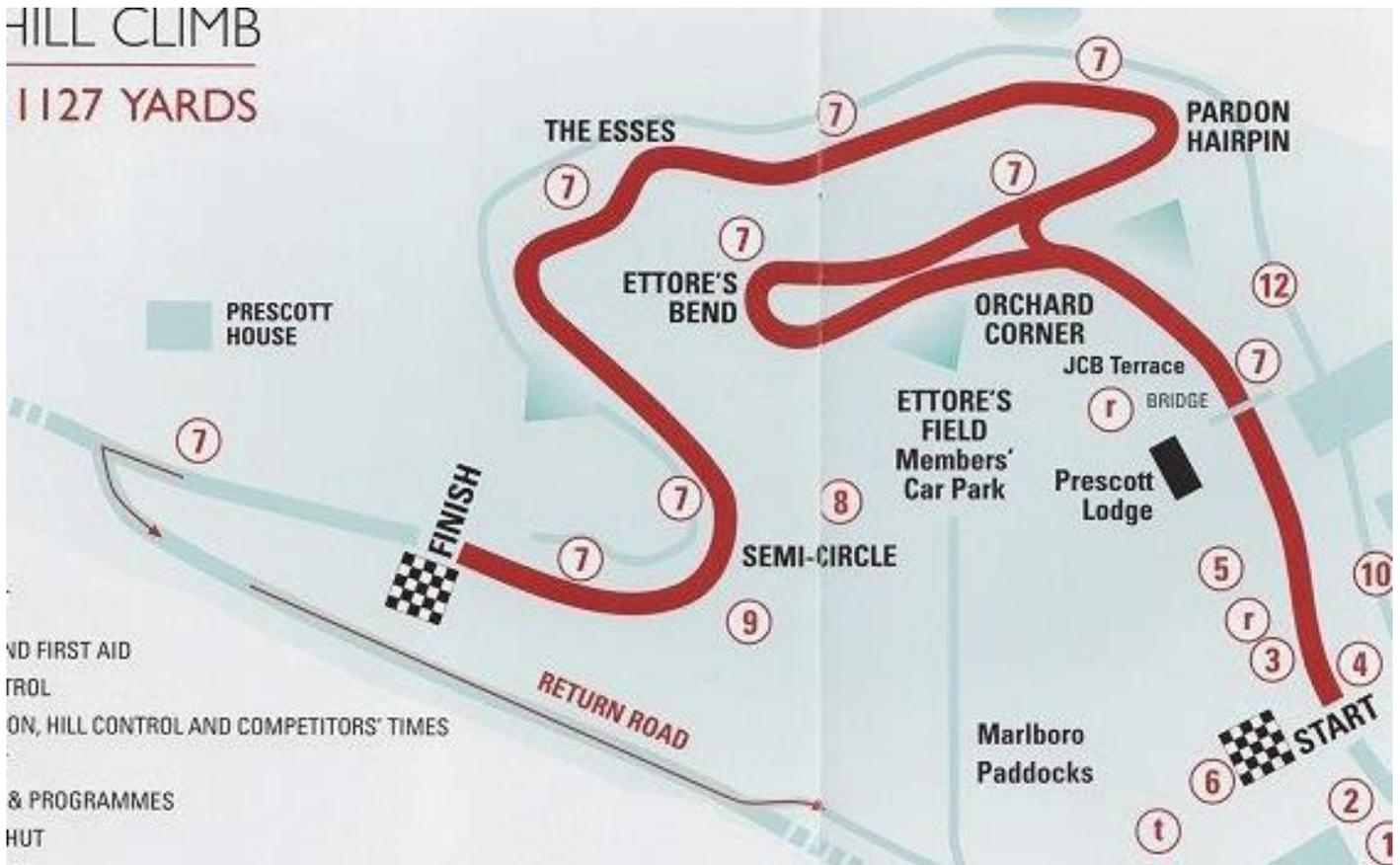
Pat Glasbey

** at no cost and valid for a year. Allows you to enter Autocross, Autosolo, Navigational Rallying, Trials, etc Ed.*





....approaching the Prescott start ...



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 8

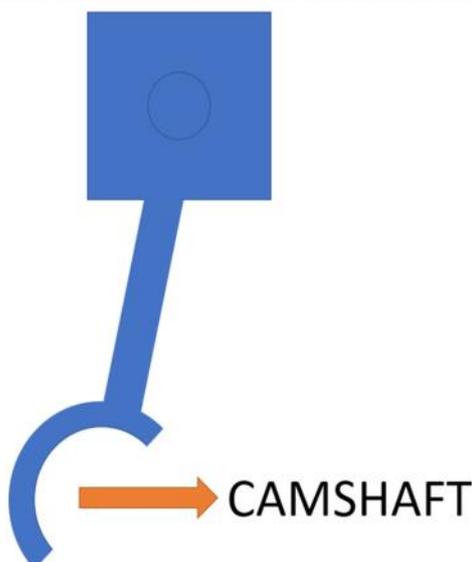
My Grandfather died when I was very young, but I've always been intrigued by his background in mechanics, from Royal Air Corps to garage owner. This narrative following my engine rebuild is part of my story of wanting to learn more about what he did and to some small extent, to follow in his enviable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

Last time we finished with the Decking of the pistons. This week we complete the piston installation and start finishing the bottom of the engine. At this stage I found the whole experience awe inspiring and safe in the knowledge that Dan would not let me do anything wrong, immensely relaxing and satisfying. I had been waiting since my teen years for this moment, so it was time to take a deep breath and just soak it all up and enjoy. The new parts, the reconditioned old parts, and the whole process, made me feel like I was on the cutting edge of technology, despite working on an engine that was nearly 50 years old! I cannot think of a better therapy for anything.

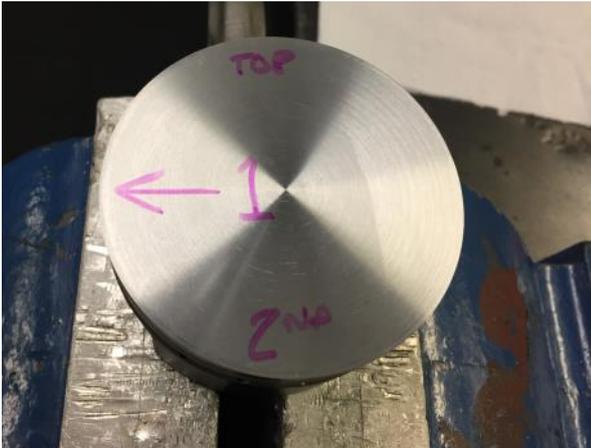


So, decking done on all 6 pistons, they are carefully removed again in order to perform piston assembly balancing and fix the piston rings.

We're not building a racing engine here so we have tolerances, but the closer you can balance all 6 pistons, the smoother the engine will run. What we do is weigh the components of each piston assembly, i.e. pistons, gudgeon pins, circlips, rings and conrods (without shells). The idea is to get the weight of each assembly within 0.1 grams of each other. Each assembly should be weighed several times until you get consistent readings. Once you have a total for each assembly, calculate the difference between each one.



Two methods are available for balancing: 1) mix and match the components, using the differences identified as a guide, until they are as close to each other as you can get them, 2) any assembly with more than 0.1 grams of additional weight, can very gently, bit by bit, have weight removed from the piston by rounding the edges around the inside of the pin boss. This is the least structural area of the piston and will have the smallest impact on strength and heat dissipation. We then need to assign a position for each assembly and mark them, noting that the big end cap open side always faces the camshaft.



Each piston is marked according to the following key:

In the middle, the number of the piston. 1 at the front of the engine, 6 at the back.

The arrow points from the centre of the piston to the front of the engine and will indicate where the gap for piston ring 3 (oil seal) should be.

“Top” marks where the gap for the top ring should be and “2nd” marks where the gap for the middle ring should be.

This ensures the gaps for each ring is in a different place, thereby minimising leakage.



Now we carefully put the rings on the pistons using Millers Assembly Oil, and I mean carefully as they can very easily break! They must be opened just sufficiently to get them over the piston without damaging it. The rings go on as follows: Spring surround by oil seal rings lowest (gap to front), matt ring with chamfer face down in the middle (gap at “2nd” position), and shiny ring on top (gap at “Top” position). Each gap should be measured as the ring is added and should be between 0.012 and 0.025 inches. Any ring gaps can be increased by gently removing metal from the gap (with the ring off again obviously), but not reduced! If the gap's too big, you need a different ring.



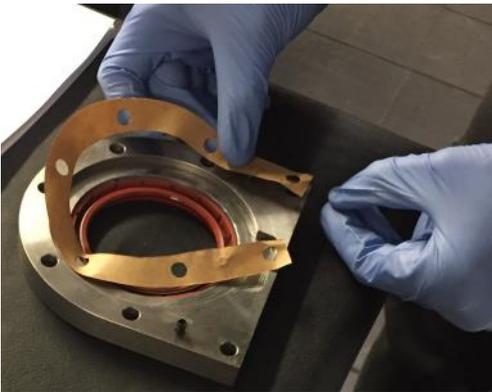
Once the rings are safely on and gapped, attach a conrod to each piston (the right way round, see above) using ARP Assembly lubricant on each gudgeon pin and attach the circlips to hold the pins in place. Bearing Guard must then be applied to the inside of the conrod caps.

The tool shown above is one of those tools where, when you use it, you immediately think I want one, but unless you build engines for a living, you will never use it again! Great piece of kit and this one made by Facom, if you're in need. This compresses the rings to allow you to insert the pistons into the cylinders without damaging anything.

When inserting each piston, care must be taken so that the conrods do not foul against the crank.



With the ring clamp absolutely square to the block face, each assembly is carefully inserted and the piston gently but firmly punched down with a mallet, inserting it into the cylinder. This must be done with one hand under the engine to ensure the big end sways away from the crank during this process, whilst also turning and aligning the crank so the big end reaches it to align perfectly. More Bearing Guard is applied to each cap and the cap is secured hand-tight. Turn the crank and listen for anything “not normal” (knocks, clicks, resistance, etc). This is done 1 piston at a time so if there are any problems, you know which one the problem is with. Repeat for all pistons until it looks like the picture, then tighten each cap to the correct torque.



Now the pistons are safely installed, we can proceed with the remainder of the engine. First, the real oil seal is inserted in it's housing with sealer. Then the paper gasket is added with silicon sealant taking great care not to get any silicon sealant into the engine. Red rubber grease is applied to the rear oil seal and the fixing bolts are then added (copper washers on the top two). Thread seal Loctite 577 is added to the top bolts and Loctite 243 to the others. A tiny drop is all that is needed.



The cover is then gently “walked” onto the back of the engine and torqued up to 22 lbs. The cover you see here is uprated and provides a far better seal than the original.

Next we move to the front of the engine. Thanks for reading this far!

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

A letter pagefrom Ian Cornish (ref the BBC programme as per last Trunnion).....which also gives me a reason to show his famous ex-works rally TR4 again .



Sir John Black

Sir John had 2 marriages and the second produced 3 sons. One of these three, Nick, was born about 1949 and wrote a privately published book, "Triumph & Tragedy", published about 2013, of which I have a copy. I purchased the book from Nick at a show some years agohe was selling from one of the other Standard Triumph club stands.

Nick was only about 14 or 15 when his father died in 1965, so didn't know his father well, and Nick's book was his personal attempt to discover more about his father. Both Nick and his father featured in the BBC TV programme about the motor industry in Coventry.

There's no doubt that John Black rescued Standard in the 1930s, made a huge contribution to Britain's War effort with the Shadow factories, struck an excellent deal with Harry Ferguson for production of the marvellous world-beating little tractor, and re-vitalised the moribund Triumph company with the Vanguard and then the TR2.

I believe Sir John's (second) wife might have inspired some of the colour schemes and fabrics used in the TR2s. Mike Ellis would know more about this. In the TR2/3/3A section of the Forum, there's a topic "What Interior Colours Were Available for the 1960 TR3A?"in which there's a shot of a basket weave on the dashboard of a TR2 - **VERY** rare (and very odd!).

It is a pity that the TV programme gave all the credit for the development of the TR2 to Ken Richardson, not mentioning the work of Harry Webster and his engineering team.

Best wishes,

Ian .

What Katy did (episode 7)

I left you last month, having travelled home from a day out, where the return TRip kept me on my toes with an intermittent overdrive and headlights that flashed on and off whenever Katy indicated (right or left). Well, we could not leave the poor old girl with an electrical gremlin, so Phil and I put our heads together and decided we needed to throw money at the problem!!

Being pensioners we don't release the purse strings lightly, but Tim Hunt had extolled the virtues of an electrical supplier who can be relied upon to provide Lucas parts that last longer than 5 minutes. We took the plunge and ordered a new indicator switch. That's the easy bit, fitting it turned out to be more involved. Being a car from 1978 we were surprised to find the replacement unit was a plug and play fitment. However, the plug needed to fit down the centre of the steering wheel shaft and this would only be possible if we removed the whole unit. We decided at this point that it was time for a cuppa and a bit of Forum surfing on the Dolomite Club site. A good supply of advice was found, but our preferred option was to cut the 8 wires and splice in the new unit. We took our time and worked through methodically, crimping and soldering each wire and covering with heat shrink. Once it was all put back together the intermittent lighting problem was cured (that surprised us).

The overdrive issue has not returned and so we are keeping a watching brief with that one.

The final bit of work was to attend to some surface rust around the hole in the O/S wing where the new wing mirror needed to be positioned. A bit of primer and an Inca yellow rattle can later and the job was done and Katy now sports 2 wing mirrors like she should. The photos of our work speak for themselves, but if anyone wants a full respray for their car, don't ask us.

The October Round Britain run is getting closer and we have a few more improvements/maintenance jobs to do, we also want to do a night drive for the 3 drivers to get some familiarisation and put Katy through a bit of a night time shakedown. We also need to establish a Just Giving web page to get some sponsorship for Motor Neurone Disease, who are the RBRR cause to benefit from this years run. Watch out for our support plea in the next edition of TRunnion and the next instalment of What Katy Did.



Mike & Phil.



FOR SALE ...

TR5/6 Cross Box Silencers, Rear Hub

1 x TR5 original fitment Burgess Mild Steel cross box silencer. New and unused. A very sought after item that produces the original TR5 exhaust note. A lot quieter and a different sound to today's items.

Superb. **£160.00**



1 x TR5/6 Phoenix stainless steel "Large bore Sports", highly polished cross box silencer. As new, 500 miles only ...

£150.00



1 x TR5/6 outer Rear Hub assembly, specialist professionally reconditioned, unused.

£110.00



Sorry, collection only . (Beds.)

Call David on **07785 502830**

TR4A Clutch Slave Cylinder Adjustment



Tim Hunt

The TR2 to TR4 models were fitted with a spring operated clutch whereas TRs 4A to 6 had a diaphragm type. The same Girling clutch slave cylinder was fitted to both the TR4 and 4A and there was provision to adjust the clearance between the cylinder push rod and the clutch operating piston. There is much confusion in the literature as to the correct clearance to set on the TR4/4A slave cylinder. The original workshop manual made no distinction between TR4 and 4A and gave a clearance of .100". The Moss parts catalogue refers to the workshop manual but quotes 1/16" (.0625"). Both the Haynes and Autobook manual give .010" while the Intereurope manual states 0.1" (0.254mm) which of course is an incorrect conversion –which figure is correct? Moreover the Intereurope manual states that there is no provision for adjustment on the TR4A! The author may be forgiven however since the illustration of the TR4 Clutch assembly on page 2.101 of the workshop manual states that adjustment is by the slave cylinder push rod whereas the caption to the TR4A clutch illustration on page 2.109 states that it is non-adjustable. I certainly have an adjustable push rod on my car and one is shown in figure 17 on page 20 of the owners handbook.

This confusion never really bothered me and I would set the clearance to the official manual figure of 0.1". Years ago however I came across a Leyland Triumph Service Department Bulletin T-66-55 dated December 15th 1966 on the subject of 'Clutch Adjustment, TR-4A only'. This bulletin stated that with the introduction of the diaphragm clutch on the TR-4A a revised setting of the clutch adjustment was necessary. The revision was to increase the clearance between the slave cylinder piston and push rod from 0.100" to 0.300" and dealers were advised to reset the clearance to .300" on any TR-4A during normal service operations in order to prevent overloading of the thrust mechanism. I think that as regards the 4A this can be taken as the last word on the matter of slave cylinder adjustment. Maybe someone more sage than I can explain why the later TR5 and 6 models, whilst having the same clutch design as the 4A had slave cylinders with no provision for adjustment.

Tim.



Please remember that an event is only finished when the designated person has sent a report + finest quality photos ...to the Trunnion Editor direct: **chris.trunnioned@btinternet.com**

All as attachments please, NOT in main body of email

We look forward to hearing about your TR activities this Summer



Photo of a red rooster taken at "The Cock" by Mike Aldridge

Front cover photo taken by Jo ThezeThe sun goes down cover to cover !