



# The TRunnion



202201 Jan/Feb

*Wishing you a better year for TR motoring*

# Happy Classic New Year



Enthusiasts flock to Barrington on 1st January

**Editorial ....** With thanks to everyone who emailed to enquire why they hadn't received a January issue of Trunnion . Back to monthly issues now and thank you in advance for any correspondence and photos you may wish to send (direct to below email). We are all Covid aware, so long may the Negative results appear. A few LVGers are braving the elements and enjoying Winter drives, whilst the rest of us are still hibernating, ready to hit the road in the Spring. My TR3A lives in a damp garage, so I prefer to keep the car dry at this time of year by not using it on the road.

Lots of engine and bodywork happening to several members TRs ...and all credit to them for having the knowledge and experience to carry out the work themselves, apart from some specialist engine rebuilds with modifications. Some may feature in Trunnion ...all early TRs! Any TR4-7 projects?

*Chris .*

## Pre-Christmas lunch @ The Cock ....



### WHAT'S IN ....

- 3-5 AMM & KO lunch
- 6 Events
- 7 GL Report
- 8-10 Tanks for the Mutter
- 11 LVG 50 the launch
- 12 Nice carpet Nick !
- 13-15 Brian's M M M M
- 16-17 Bodies and engines
- 18 NEW TR3 For Sale
- 19 Golden Esso
- 20 Pierre sees Pimento
- 21 Fresh paint
- 22-23 Trailing Arms
- 24-27 Likely suspects ?!
- 28 What a site !

**DEADLINE DATE for articles  
& photos for next issue is  
SATURDAY 5 MARCH**

*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](mailto:chris.trunnioned@btinternet.com)**

***Please keep Text & Photos separate. My Publisher does not like it if pics are added to a Word doc. I like JPEGs !***



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

**WEB SITES** .....

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

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

**Welcome to "The Cock Inn", Broom (home of LVG)...give Nick a call ....and book yourself in for a lunch one day soon ?  
Please also remember to book in advance for Lunch at Club Meeting Sundays.**

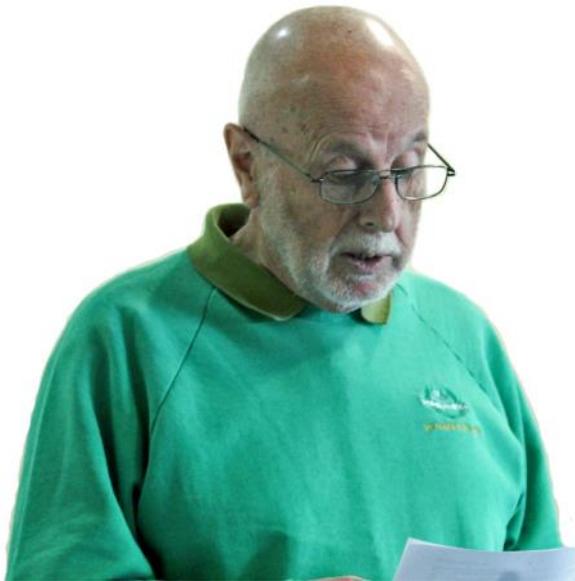


## LVG AMM and Kick Off Lunch



**New GL  
Phil  
Sanford  
addresses  
the  
assembly**

# AMM



In his role as Deputy Group Leader, Brian kicks off the AMM with an introductory speech, including paying tribute to Pierre for his years as LVG Group Leader .



Mike reminds us of how many events we have actually organised and taken part in over the last year.

He also gives us a taste of some of the plans for 2022



Phil takes on the role of Group Leader

Here he presents Pierre with a present from LVG for his achievements as our retiring GL.

Thank you Pierre .





Miriam Titchner wins Photographer of the Year for the excellent Calendar Cover, presented by Roger Payne who created the trophy. Phil looks on and is possibly thinking that there are still a few Calendars left if you still need to purchase one !



# Kick Off lunch



# LVG Events to Start 2022

We enter a new year with much hope that we will be able to get out and about in our cars a bit more in 2022.

The LVG Events Team are busy organising outings of all types and we will email members regularly with what's on offer. We do try to make sure our TRR website events page is fully up to date, so if you want to know the latest plans, take a look:-

<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/01/1941/2022-Events-Calendar>

January saw the Annual Members Meeting take place and a slightly revised committee elected. This was followed by our usual post meeting Kick Off Lunch with 33 people attending. We continue to be mindful of the curse of Covid and will do what we can to protect everyone, notwithstanding the regulations having been lifted.

February is not known for many events, but LVG will be undertaking 2 opportunities to meet. The first is a drive on Thursday 10th February to commemorate Sir John Black's birthday back in 1895. We will meet at Baldock Services and leave at 11am to drive to Frosts Garden Centre, Brampton, grab lunch and have a look around, before driving home. This is supporting an event that originated in America and is now growing across the world as "Drive your Triumph Day". Not to be confused with "Drive it Day" which is Sunday 24th April, when LVG will take a Drive to Whitewebbs museum near Enfield.

The second opportunity is to visit Shuttleworth to attend their Engineering Open day. This is held on 3 separate days 18th-20th Feb and some LVG members will visit on Friday 18th. This is being organised by Shuttleworth and it is important to book tickets in advance on their website.

Both the above events were advertised by email in January and if you are thinking of joining in, let us know by an email to the usual address.

[trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)

Looking forward to meeting everyone.

*Mike.*

**Phil & Mike**  
**LVG Events**

PS. Get the date for this years **Shine & Show** in your diaries:-  
**Wednesday 20th July 2022**

*Sorry you can't just "click" on the above ....but I usually Google : TR Register  
Lea Valley Group and you will soon be on the site to see all you need. Ed.*



## Group Leader's Report



We have started the New Year getting out in our cars and hopefully this will continue for the rest of 2022. Several members attending the informal classic cars meeting on the village green in Barrington on the 1<sup>st</sup> of January. An excellent turnout with TRs well represented amongst an eclectic mix of classics.

The Annual Member's Meeting and the Kick Off Lunch held on the 16<sup>th</sup> January saw a few changes on the committee as Pierre had stepped down, and Jon Marshall also bid farewell to the committee. Pierre has done sterling work in his tenure as GL and made great progress in recovering from his stroke but now feels, quite rightly, that his health has to come first. Jon Marshall has also given outstanding service to the LVG serving at various times as Treasurer, GL and committee member. All this was fitted in, around his work as the TRR TR4/4A Registrar.

The AMM/AGM saw myself elected as Group Leader, Alison Payne as TRR and Membership Liaison, Phil Meldrum as Treasurer and Jon Evans as committee member. Brian is now concentrating on his new role as LVG 50<sup>th</sup> Anniversary Co-ordinator and Archivist. The rest of the committee are continuing in the same roles as before. For a full list of committee members and a brief overview of them check out the LVG website at <https://www.tr-register.co.uk/group/lea-valley> It makes it easier to put a name to a face.

Our website is a great resource to see what the group is up to and see reports and photos of events we have organised or just attended. You can also catch up with back copies of TRunion and see what our plans are for the coming months.

The events committee are busy planning a number of events throughout the coming year, if you have any suggestions, please let us know, we are keen to keep you happy and out and about in your TRs. Hopefully this year will see us able to be free of many of the restrictions that have been imposed upon us over the past couple of years.

Several of the group are busy restoring side screen cars with huge amounts of work being put in to restore them to their former glory. One of them is even going to compete in Classic Le Mans this year. Hopefully it will not be too long before we see the results of their labours. From what I have seen so far you will not be disappointed. A couple of them are being quite heavily updated and uprated to modern standards whilst the Le Mans one is being returned to the exact original specification of when it originally raced there.

Just a couple of reminders, we still have a few calendars left and at only £6.00 an absolute bargain. It is full of beautiful TRs, what more could you possibly want? Also don't forget to get your photos in for the Photography Trophy. Start sending them now, it is never too soon, send them to the club Gmail [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com) your car could appear on the cover of next year's calendar. They just need to feature a TR, what could be simpler?

To paraphrase Porky Pig in Loony Tunes, "that's all for now folks." I look forward to seeing you out and about.

*Phil*



# *The Mutterings of Muncer*

*Pete Muncer*



There I was, browsing the Register Social Scene on my vintage computing engine, when I came across an item which included a response from a senior LVG person – apparently if you tip a glass of red wine into your laptop, we have the required knowledge within the Group to rescue the situation (and the wine). In addition, I was saddened to read in last month's TRunnion, that Pierre Miles had been experiencing difficulties in cold weather – I was going to express my profound sympathies (it's an age thing), but then I realised that Pierre was referring to erecting the TR's hood.

On a more serious note, at the AMM in January, Pierre stood down as LVG Group Leader after 5 years in the role - also standing down from the committee was Jon Marshall, who has been the TR4/4A Registrar for many years, in addition to his Group duties – I would just like to add my thanks to both gents for their efforts on behalf of LVG over the years. Our new Group Leader Phil Sanford looks to be ably supported (he needs the support – it's an age thing again) by the revised and revitalised committee. I served on the LVG committee for some years in the past - don't know how many, but Archivist Brian Chidwick might know – but as an independent member sitting on the back benches now, I can get away with all sorts of comments in Mutterings (I hope).

Our Editor has had a problem as well, having to deal with incipient tyre degradation, but as a result of heat rather than cold - luckily not on his TR. Funnily enough our faithful old Skoda may have suffered a similar problem, as the offside rear tyre (which is the one that gets the full benefit of the English summer when the car is parked on the drive) had to be changed recently.

Well, as the controversy shows little sign of abating, I suppose I am allowed to add my considered opinion to the saga of the final Grand Prix of the F1 season – what a complete and utter shambles! The decision taken by the race director, to allow some cars to pass the safety car with just one lap to go, is not in line with F1's own rules, but apparently the race director has the right to overrule (so if in doubt, make it up as you go along). To me, of more concern is the current rule which allows cars to come into the pits to change tyres during a safety car period – totally ludicrous. In spite of the farcical and contentious circumstances, Max



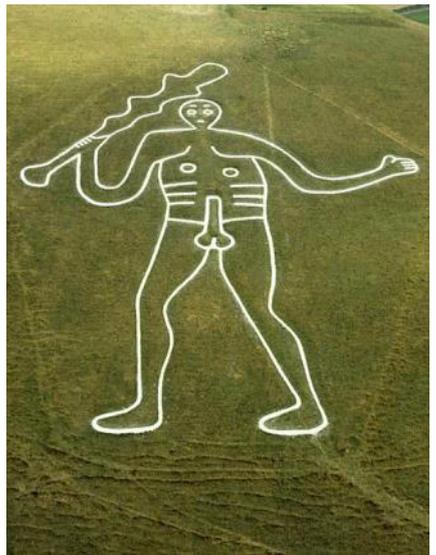
Verstappen is a worthy champion still in my view (you don't win 10 races in a season just by luck), but equally Lewis Hamilton dominated the race, was on course for a record 8<sup>th</sup> championship, and through no fault of his own or his team, lost out on the very last lap. Hamilton has not made any comment or statement in over a month since the race, leading to much speculation that he might retire from F1. A petition has been launched to have the result of the championship overturned and awarded to Hamilton, and this has attracted over 67,000 signatures, which won't help F1's current credibility problem either. Anyway, looking ahead to the new season, and assuming Sir Lewis is back on the grid, I think he is going to have to work hard to beat not just Verstappen, but also ex-Williams driver George Russell, his new team mate - Russell has had one race in a Mercedes already (at the end of the 2020 season when Hamilton contracted Covid), where he very nearly took pole position, and comfortably led the race until a routine pit stop for tyres did not go as planned. Let's just hope the 2022 F1 season is less controversial - maybe a change of race director would help. Still, anything would be less controversial than certain garden parties, or losing your HRH status, or trying to play tennis in Australia, I guess.



Looking back to an earlier period of F1 (with less controversy), I was interested to see the pics in last month's TRunion of the Whitewebbs Museum and the Sir Stirling Moss Cooper-Climax T51. Moss drove a variety of Coopers in 1958-59, mainly for the Rob Walker team - however there seem to be many Coopers around which claim to have had Moss in the cockpit at some point - after so many years I wonder how it is possible to confirm such a claim. On the subject of authenticity and the thorny question of replicas, it appears that in the same period, some 50 Lister-Jaguars were built originally, of which only 60 survive - hmmm. I wonder if any TR replicas have been constructed?

Last month's pictures of Le Jog illustrated what a diverse range of classic vehicles are driven in these sort of events - TR4, Mini and even the 1800 "Land Crab" all have rallying history to their credit (not sure I would fancied the London-Sydney Marathon in an 1800 though). However, an A35 and an "Auntie" Rover? Hardly the first cars you would think of in a rallying context surely?

(Ah, I think I have just had the equivalent of a Captain Mainwaring "don't tell him Pike" moment - didn't we do two RAC Rallies in a DAF66?).



Back to TR topics, and work continues on refining the routes for CACCC 2022 tours. The dates for the Springing Up Tour are confirmed for April 28<sup>th</sup> -30<sup>th</sup> (avoiding a clash with Drive It Day on the 24<sup>th</sup>), based at Blandford Forum in Dorset, with the tour itself on Friday April 29<sup>th</sup>. Incidentally this will be a change to our normal format, so that we can have a post-tour dinner together (and have a go at the twit who devised the route). The tour is going to be a drive around the Dorset countryside, with some opportunities to visit various tourist attractions. At one point the route gives a fine view of the Cerne Abbas Giant (see pic, unless Ed decides to censor) - this is (according to the National Trust) "a hill figure 55 metres high, depicting a standing nude male with a prominent erection and wielding a large club". Shortly after this the route passes (and I did say passes) through the villages of Piddletrenthide and Piddlehinton - after which a comfort break might be in order. Further on again, the tour route goes past some of the military tank training grounds in the area (entrants will be advised not to argue with a 70-ton Challenger tank), and then returns to our hotel in Blandford for the post-tour dinner. All the available rooms at the hotel have been taken already by tour entrants, with some folks staying in local B&B's. Later in the year, the route for Tibbles Tour on June 26<sup>th</sup> is on the map - in September, the Falling Down Tour may see a return visit to the Isle of Wight, although nothing is planned as yet.



The LVG 50<sup>th</sup> celebrations in 2023 will be co-ordinated by LVG founder member Brian Chidwick - in last month's TRunion I think I may have volunteered to help plan an LVG 50 tour, but don't tell Brian, he may not have noticed. Staying on the subject of route planning, one of the Xmas gifts I received was the "Marvellous Map of Great British Place Names" - one of the locations listed in Sussex is called (and you need to read this very carefully) Fulking Hill. Inevitably this started me thinking about the possibilities of either a tour or a treasure hunt type of event, visiting locations in our own area with picturesque place names. Here are just a few, starting with some bottoms - Claggy Bottom, Lilley Bottom,

Frogmore Bottom, Offley Bottom, Boggy Bottom, Trotters Bottom – the list goes on, and we haven't got as far as Bummers Hill or Bumfords Lane yet. Further afield, down in Devon you will find Mutterton and Mutters Moor – after that it all starts to get rather rude around the country – Tickle Cock Bridge, Shitlington Common, Shitterton, Firkin Point, Nob End, The Devil's Arse, Little Cockup – I had better stop here before I arrive at somewhere I shouldn't. Maybe the next LVG Calendar could feature TR's parked by some interesting village signs – censorship could be invoked where necessary. To finish this digression into the inconsequential, the village of Dull in Perthshire is twinned with Boring in Oregon USA (see pic) – together they formed the League of Extraordinary Communities – first town to join the League was Bland in New South Wales – maybe Great Snoring should apply.

The TR5 that was advertised for sale in last month's Classic & Sports Car is still there apparently, just waiting for someone with £94,500 in loose change to take it away – however, this is a mere pittance compared with this month's bargain – a 1957 TR3 for no less than **£225,000** (pause for breath). OK, so this is one of the works team rally cars (TRW 736) – but even so? Anyway, form an orderly queue, don't all rush at once please.

Finally, I noticed that there is an engineering outfit based near Norwich, specialists in Lancias of various vintages, and who are called Omicron – no such thing as bad publicity?

*Pete .*



*....a salute to Jon Marshall for his long service to LVG ...*

## Plans for LVG 50th Anniversary 2023



As those of you present at the AMM a few weeks ago will be aware, 4th January 2023 marks the 50th anniversary of the Lea Valley Group and as one of the surviving founder members I have been lumbered (oops) honoured with the responsibility of co-ordinating the celebrations. Fortunately I will not be alone as I will have the support of three former LVG group leaders - Phil Titchner, Jon Marshall and Pierre Miles.

Jean Holden has a large number of photographs and memorabilia from years gone by that she is making available to the group to use in addition to material in our own archives which I hold. 'Team50' as it has been dubbed has yet to meet but already the following ideas have been put forward:

- Interviews with past and long-time members with their reminiscences and photos.
- Publish articles and photos in Trunnion over a 12 month run-up period.
- Compile a complete history of LVG and publish in a booklet for distribution to members.
- Anniversary meeting at our original HQ, The Station Pub in Knebworth.
- Repeat tours or parts of tours that were driven back in the day.
- Spring/Summer rally BBQ where past members are invited and attempt to get as many members along as possible.
- Anniversary regalia.

We would very much appreciate further ideas and contributions from current and former members in the form of photos, anecdotes and updates on what they are doing now. I have contact details for a number of former members but if you know any others please ask them to get in touch with me so that we can involve as many as possible.

*Brian Chidwick*





## On the road in the Spring ?

*Just needs the body finishing ....and we look forward to possibly seeing Nick bring this TR3A to our LVG "Shine and Show" ??*

# Motoring Memories, Mistakes & Mishaps

( sixty years of Hard Road )

## Part 4 - The Accidental Beginning of TR addiction ....

Brian Chidwick



At the end of Part 3 of this trip down Memory Lane, I was stranded back with my parents in Dover, jobless, with no home of my own and no transport with the Spitfire only just sold before it dissolved completely in the sea air.

However January 1972 saw an upturn in my fortunes and I arrived in Stevenage with a good job and full of optimism. Being in 'digs' (B&B) some distance from work I did a lot of walking which put the pressure on to get another car. This time I was determined not to repeat the earlier experiences of old cars so decided I would go for a new (as in actually NEW) car to replace the Spitfire and tried to buy a GT6. Incredibly, whilst most car manufacturers were offering discounts of 10-12% for cash buyers, Triumphs (at least the sports cars) were in such demand that it was impossible to get any discount. Not being keen to pay full price for anything, I started perusing various motoring journals for suitable second-hand cars and decided to go for a little more power with a TR4A. Two attempted purchases fell through at the last minute, the first because the owner had problems with the Webers and the second because the overdrive needed work. Eventually I came across an advert in a local paper for a 1958 TR3A, a model about which I knew nothing. I was still transportless, but I got a friend to drive me out to the wilds of Reed and there it was, resplendent in Ford Aubergine, fibreglass front apron and wings, steel hardtop, nylon seat covers and Axminster carpets. The owner had bought the car for his wife but she found it too difficult to drive, although he certainly could and took me for a good blast around the lanes. For me, this was a life-defining moment - the sounds, smell and ride of an elderly sidescreen TR are like nothing else, especially with the hardtop fitted! Despite it being as far removed from my intended NEW car future, I was hooked and within days I joined the TR Register and the rest is history. Little did I know how long this history would last but I became a founder member of the Lea Valley Group in January 1973 and TR Register 'Spares News' editor from 1983-86 and I'm still as keen. Coincidentally, by the time this article is published in the February issue of TRunion, I will have been a TR owner for 50 years.



As I'm sure all LVG members have discovered, TR ownership is a steep learning curve, full of mistakes and regrets. My first regret is that due to my height (or rather, lack of it), the rear view mirror was slap-bang in my line of vision. Not having my car tools at the B&B, I borrowed a junior hacksaw and cut the mirror off at the stem. Oh, the shame of such vandalism but I did at least keep the mirror and it languishes in my spares boxes if anyone ever needs an original replacement.

A problem which I subsequently discovered to be common amongst TR owners was the frightening road-holding (or lack of it). The car had good set of tyres and all the steering and suspension was fine, so I couldn't understand why it was so skittish, especially in the wet, and almost undriveable in icy conditions. Bear in mind that I was used to the peculiarities of the swing-axle/transverse leaf spring rear suspension of the Spitfire but that was at least controllable once you got used to it. In desperation, I consulted a local tyre supplier who took one look and told me I was lucky to be alive. The car had new tyres, including the spare, but two were the latest Michelin XAS and the others the older Michelin X, a mixture not to be recommended. Fortunately, they gave me a good deal and I was able to trade-in the three X's to have the much more expensive XAS's all-round. One of the few times I have chosen the sensible rather than cheapest option but one I never regretted as the transformation was dramatic.

I used this first TR as everyday transport, run on a shoestring. When the Axminster got too soggy, I found a farm vehicle repairer who welded in some seriously heavy-duty floor plates - not pretty but at least waterproof and the most solid parts of the car when it was subsequently dismantled. The boot floor was also a TRifle porous so a friend fibreglassed the whole boot for me and gave the car a rolled pale blue Hammerite paint job when the Aubergine paint started flaking. The 'Hammerite Horror' became rather well-known within the TR Register but was no worse than many other sidescreen TRs of the period when it was not unusual to see cars with 3 or 4 different coloured panels and patchwork in progress.

I learned a lot about TR maintenance the hard way, doing decokes, brake overhauls and starter motor swaps in the layby until a I got a rented garage. I have lost count of the number of engine and gearbox swaps we did but all the engines sounded better than they were, courtesy of the single silencer and copper tailpipe.

Despite the constant maintenance needed to use it as daily driver, the car only failed once to get me home under its own power. En route from a walking and camping trip to the Peak District to meet up with friends in South Wales, the deafening noise from the big-ends forced us to stop in Sandbach and parked at the police station. At that time I also had a 1966 Mk1 (1600) Vitesse, so my friend John volunteered to hitchhike home to pick up the Vitesse to use as the rescue vehicle whilst I stayed with the car. The local police were sympathetic, providing a hot drink and even offering me a bed in the cells which I politely declined. John arrived back the following



morning in the Vitesse but with the worrying news that the water pump was leaking badly. Fortunately, both cars had a gallon of water on board so we decided to tow the TR down to Wales, topping up whenever and wherever we could find fresh water. We parked the TR somewhere in Shrewsbury, continued to meet up for the weekend as planned and then returned to pick up the TR and tow it home to Stevenage. I can't imagine how terrified John must have been clinging to the steering wheel in the TR on the end of a tow-rope. Whilst I would never contemplate this rescue mission nowadays, our youthful exuberance paid off and we had a few laughs along the way, especially when we were passed at high speed by a 'jam sandwich' on the M6. Despite our speed, the police just slowed down, laughed and waved to us - can you imagine that happening today?

Alas, one morning in 1974, on the way to a Triumph STIR meeting, the car suddenly decided to steer itself on a right-hand bend at Barton-le-Clay and we went off to the left, across a green and were halted by a concrete fence post. The steering itself was fine but it seemed that the back end was in control. The car was still driveable so I was able to move it away from the fence and have a look underneath and could see that the front right-hand rear spring-hanger had pulled out of the chassis. With the driver's door tied closed I drove it carefully home for what turned out to be the last time.

The TR3A was dismantled pending a rebuild and, by a strange coincidence, when I went to buy a replacement door and other parts via a local advert, the seller turned out to be a previous owner of the car and had had the rear spring-hanger welded up during his ownership.

*Brian Chidwick*





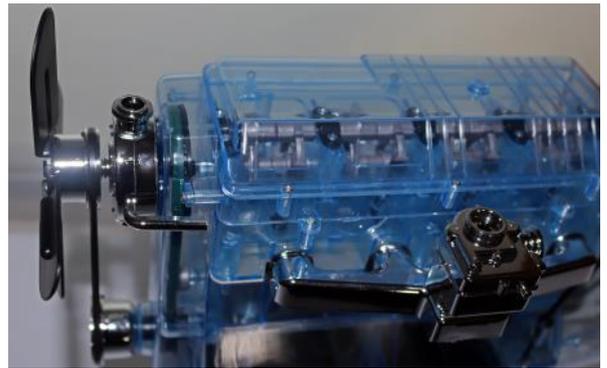
*Nelson has recently finished spraying the engine bay Old English White.*

*By the time you read this, the newly rebuilt and modified engine will likely be in place.*



*Good to see more early TRs being reborn and back on the road.*

*Another example to be seen at the famous LVG "Shine and Show" ??*



Although not a mechanic by nature, I did manage to build this engine in stages over 3 days. When you press button on stand base, you hear sound of a starter motor and engine runs for a minute. You have to get the firing order correct and a bulb lights up each plug as the engine turns over. On the box it says : suitable for age 10 +

Chris.



*It's the start of a New Year ..... and Tony B.S. finds himself with a positive test result. I am sure the days will have passed quickly as his latest TR3 project was set to fill some of his time in lock-down.*

***This and previous 2 pages were compiled at end of December ... so we look forward to more updates appearing in Trunnion as the builds progress ?!***



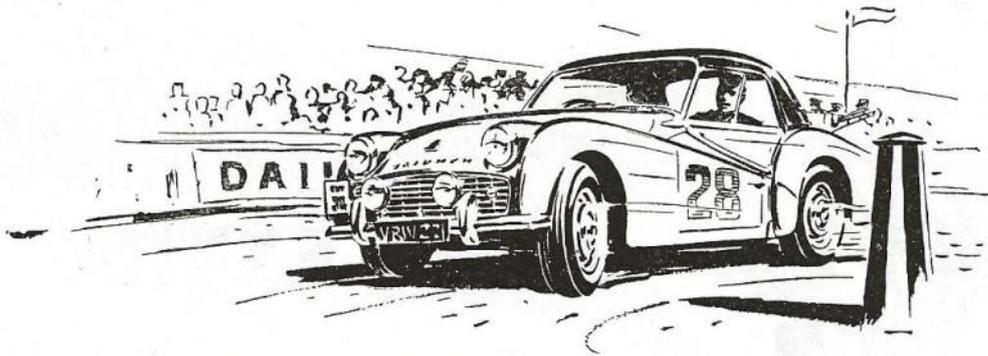
Nelson fits engine/gearbox. January



The ex-Brian Chidwick TR3A hard top ...now in the hands of Tony Bannard Smith and under restoration

January 2022

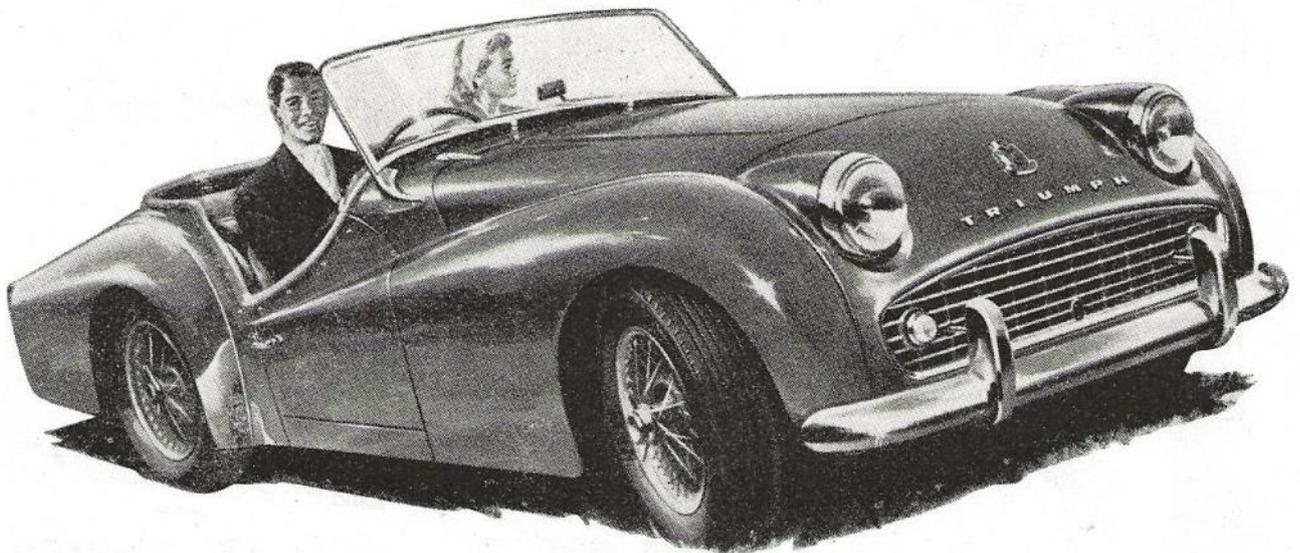
# Still



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*As a Christmas present, I received the framed advert for the TR3A.....so I naturally wanted to scan it for Trunion readers. I then discovered it to be a page cut from the October 1958 issue of Motor Sport ....and on the reverse was this advert for the finest petrol ! Ed.*



# Unbeatable!

## **GOLDEN ESSO EXTRA**

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**2<sup>nd</sup>**

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you can buy from your local Esso Dealer.**

## Farewell – no, not really! More of an au revoir et à la prochaine . . . . .

Just a few words to explain my stepping down from the committee and GLship. This was just a simple small matter of thinking of myself. In the weeks before Christmas, it was becoming increasingly obvious that I was not thinking as clearly as I should. I have been in a state of denial about the long-term effects of my stroke, although I have been aware that I have not always been ‘firing on all cylinders’. Actually this was more apparent in my non-TR life but in retrospect I can now see that my actions in the TR world, in other words my committee activities, were not at the level they should have been and were potentially causing difficulties. After a short period of introspection in December, I decided that the best thing for me and indeed the committee was to step down from being the GL and from the committee as a whole. I knew however that I was leaving the group in Brian’s very capable hands and that with the full support of all LVG members he would be able to steer us successfully through the next phase of LVG’s life, on into our second half century.

Although I have really enjoyed my time as GL in particular the support from all in the group, it was only with a huge regret that I decided that for the good of the group, it was time for me to move on and leave the committee in the hands of those with different expectations on how to manage things. I just hope very much that any influence I had in my time was positive. Other than stepping down, my only remaining regret is that Covid came along and scuppered all thoughts I had of significant progress being made on my single objective as GL of getting more people out in their TRs more often. I didn’t really live up to my own aspirations though, as my own mileage has dropped from a pre-Covid annual average of 6100 down to 1950, although I suspect I am not alone in having such a large drop and hats off to anyone who managed to actually increase their average. Anyway, I digress . . . .

With the generally improving scenario regarding Covid constraints, I am pleased to see the developing LVG 2022 event programme and hope very much that a much greater number of LVGers support the committee in their event planning endeavours by participating in as many of them as possible. That is certainly my own intention and I hope to see many of our ‘sleeping’ members during the coming year.

And for those of you who do not know me, my car is the TR6 that in certain lighting conditions some might consider to have a very slight orange tinge, a colour called Pimento Red.

Pierre Miles

*Pierre .*

(LVG GL - 2016 -2021)



# Fresh from the Paint Shop



**Making body progress  
at last with PKV 373**

*Geoff Gordon.*



# TRailing Arm Modification

Tim Hunt

*Shortly after my father acquired the TR4A in September 1970 I removed the rear drums to clean them out, check the brake shoes and give everything a once over. The rear hubs and brake backplates are secured to the trailing arms by six nyloc nuts on 5/16" UNF studs (items 4 in the illustration). We were fortunate to acquire a factory workshop manual with the car and this specified the tightening torque for the trailing arm to brake back plate and hub as 12-14 lbs ft. On checking the tightness of these nuts I was horrified to find that a few studs on both sides turned in the trailing arms with hardly any effort, the threads having stripped in the relatively soft aluminium. It would have been better engineering practice for Triumph to have used studs with a UNC thread for improved grip in the aluminium and a UNF thread for the nyloc nuts. I spoke to an engineer friend and he told me that I should remove all the studs, drill out the holes and tap them to receive steel Heli-Coil® inserts, which would provide much stronger and more wear resistant threads. I acquired a length of 5/16" high tensile UNF studding, twelve new nyloc nuts and twelve 5/16" x 2D thread inserts, all for the princely sum of £4. My friend lent me his Heli-Coil® thread insert and tang break tools together with the required tap and the correct size tap drill (strangely specified as Letter P'or 8.3mm diameter). He also very kindly made me a jig to bolt to the trailing arm, which would ensure all the oversize holes were drilled at 90° to the mounting faces on the trailing arms. I carefully cut the studding into 1.5" lengths, ensuring each time that there was a nut in place that I could remove from each newly cut end to reform the thread. I degreased the studs and secured them with blue Loctite® thread locker.*

*I have seen it suggested that 3/8" studs would do a better job. This would of course require the holes in the brake back plates and hubs to be enlarged to suit. Alternatively, I have seen one specialist supplier offering 3/8" UNC by 5/16" UNF studs. The 3/8" UNC gives a good fix in the trailing arm while the back plate and hub pass over the 5/16" thread without modification. However, I did this job nearly fifty years ago on my car and the studs are still secure. On the odd occasion I have had to remove the hubs the nyloc nuts can be undone without taking the studs out with them and I can re-torque new nylocs to the specified 12-14 lbs ft. It is worth checking these fastenings on any IRS Triumph model.*

*Tim.*

*.....see Fig 36 over ....>*





# Phil Sanford

Group Leader & Events Co-ordination:

Triumphs have always been close to my heart after passing my driving test in a Herald way back in 1969. A couple of years later I bought a 1600cc Vitesse which seemed to need fixing most weekends. It sadly expired when the back of the chassis rotted through and a replacement car was the economical choice.

Family and running my business somehow got in the way of owning further Triumphs until I took early retirement and decided to buy a classic car. The beautiful styling of Micholetti had always appealed to me, the TR4/5 had always been my dream car. In early 2014 I bought a 4A at auction. The term buyer beware springs to mind and that was certainly the case there. I think a dose of auction fever took over and it proved to be an expensive mistake. In 2015 I moved on to a red TR5 known as Rooster and I have used it extensively for touring in both the UK and the continent.

I joined the TR Register shortly after buying the TR4A and a year later found myself elected to the committee as Treasurer and latterly combined this role with working on the Events Team. In late 2021 became the Group Leader and I am looking forward to furthering the sterling work of those who have done the job before me. I am fortunate in the LVG with having a strong base to work from and I am always keen to hear from members on what they want from the group.

# Alison Payne

Membership & TRR Liaison:

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 practicing 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!



# Mike Aldridge

## Events Co-ordination:

My interest in all things motoring, must come from my Father who worked at Vauxhall Motors, man and boy. Being in Engineering he had a different car every night (mostly Vauxhall and GM cars) and as soon as I hit 17 years of age I passed my test and he let me drive the company cars (probably more often than he should). I retired early from a finance role after 42 years with HSBC in 2016.

I joined TRR in 2014 and purchased my red TR5 (they are all red aren't they?) in January 2015. The great times my wife Christalle and I have had driving the car and attending TRR events, meant it was a natural course for me to offer to join the LVG committee.

I had already been co-opted on to the "Events team" in late 2018 and have since been elected onto the committee at the 2019 AGM. Being a pen pusher all my life has meant a steep learning curve doing work on my car, but I am learning fast and intend to do as much as possible (working with our son Ben). So far it has kept the car serviceable and allowed me to attend quite a few tours, covering around 5000 miles a year.

# David Dawson

## Technical Advisor:

My motoring started at the age of 15 when I rebuilt my father's Anzani V-twin engined Morgan 3-wheel "Grand Prix" car.

Education was in Mechanical, Electrical Engineering and Electronics, working initially in the Military Aviation sphere. Later work was in early mainframe computing followed by running a number of electronics companies.

My last business was owning and running a parts supply company to the homebuilt / light aircraft industry.

I started driving with a 1934 Austin 7 followed by a 1939 Chiswick assembled Chrysler Wimbledon then onto my 1957 TR3 which I road and stage rallied. This was replaced by a 1964 TR4 which was also rallied as well as using it for early Rallycross.



The TR's made way for over 15 years of circuit racing in Historic Sports Racing Cars where I prepared and raced a Lotus 23B, Ginetta G12 and also rebuilt a Lola T210. I have built/developed around 34 different types of engines as well as numerous transmissions.

I left the motoring scene completely for private flying for over 30 years, maintaining, as well as eventually building my own aircraft. I returned to TR's in 2003, joining the Register at the same time.

In 2004 I acquired a TR5, a TR7-V8 in 2005 and a Lotus Elan 130/5 in 2014, supplemented for a short period by a Stag and a Lotus Esprit, a recent addition being a Lotus Excel.

Since completely rebuilding both the TR's by 2006, my wife and I have driven them nearly 58,000 miles mainly in Europe from Norway down to Greece, the Balkans and from Ireland across to Eastern Germany. Over the years I have been fortunate to have had a lot of people who have helped me in gaining motoring knowledge, thus I am happy to share my knowledge to help others in the same way.

# Chris Glasbey

TRunnion Editor:

Born into the TRR in 1975 with my TR3A. Organised many touring events, both national and local. Competed with TR in Hill Climbing / Sprinting but now enjoy touring with TRs and all classic cars. Currently editor of "TRunnion". Having owned the 3A for 47 years plus, I enjoy driving it even more in retirement.



# Brian Chidwick

Archivist and 50th Anniversary Co-ordinator:



As a retired software engineer/configuration manager, I have only average mechanical abilities and facilities, learned from experience. Beginning with my first motorcycle, a 1960 Royal Enfield 250cc Crusader Sports before embarking on a lifetime of dirty finger-nails with mainly Triumphs including Standard Super 10, Spitfire, Vitesse and various TRs.

I bought my first TR3A in 1972, joined the TRR, became one of three founder members of Lea Valley Group in 1973 and TRR 'Spares News' editor from 1983-86. In 1977, I bought my current 1960 TR3A.

This car had a hard life up until December 1988, when the crankshaft broke. The saga of its resurrection is told in TRunnions #20111 Jan/Feb 2011 onwards, available on our website.

During the rebuild, my wife Lynda bought another 1965 TR4A to replace her first love and the TR3A rebuild was completed in 2007. The car is in regular use all year round as a 'daily driver' as well as for holiday transport and classic car tours, although Lynda's TR4A has since moved on to another good home. Nevertheless, there is more to life than cars and bikes and I enjoy time and fresh air out of the garage with our garden railway (45 mm gauge, electric-powered and live steam).

# Phil Meldrum

Treasurer

From the early days of passing my driving test I wanted a Triumph Stag or TR6, but not being able to afford one at the time I had to make do with a Dolomite Sprint, that was a wolf in sheep's clothing. So, when I took early retirement from the Global Corporate World in 2016 the first thing I did was buy a Stag, what a lovely sound of that V8 burble. Not content with just the Stag, I needed a project so in 2017 I bought my TR6, while it had a body off chassis restoration the whole mechanics were shot and the interior needed a full restoration.

I joined the TR Register in 2017 and the LVG in 2018 and volunteered for the Treasurers role in Jan 2022.

My other passion is the WWII War Bird Catalina PBY5A, I was accepted into the Air & Ground Crew in 2017, this involves general maintenance during the summer period e.g. topping up the oil, 28 gallons of each engine. During the winter period in the hanger the plane gets stripped down for restoration work, this can range from engine changes to fuselage restoration. It's a privilege to fly in the Cat and attend air shows around Europe.



# Jon Evans

Committee Member

I still remember the afternoons my Dad and Uncle would take me up to look at the cars at Raymond Way garage in Kilburn, not buying just looking. My uncle had a TR6, I think this first got me interested & then an older friend had one. In 1985 aged 20, I purchased my first TR6 in white from Churchfields in Enfield, I think. From memory it was £3,000. I only had it for 18 months using it as my everyday car, really wasn't practical. Sadly, I don't have any pictures or even the registration.

Whilst- having a BBQ in June 2019 I thought (probably midlife crisis) let's get another one. So I set about looking, joined the TR Register

contacting Pierre and met the LVG group in July 2019. I purchased my red 1971 TR6 from TRGB in September. My first real meet up was "Cars on Ramps" then the world went mad.

I'm still working in the ceramic tile industry and planning on retiring soon but this may take a bit longer to realise. I look forward to contributing and to help carry on the great work of all the previous committee members.

Check the website regularly ...and click on all the bottom tabs for LVG information. Any questions, ask Mike or Phil.

Just Google :-

**TR Register Lea Valley Group**

## 2022 Events Calendar



### **Members and Friends**

*Fingers crossed 2022 will see events return to some normality. LVG members will be out and about as much as they can and although they might not attend all those events listed below, their cars are sure to be seen out & about regularly.*

*If you see us, come and say hello.*

*Let us know if you have ideas for future events.*

### **TRR - LVG Committee**

**Note. Monthly lunchtime meeting dates are always on the third Sunday**