



The TRunnion

Broadcasting to Lea Valley Group and the TR world

202302 February





Editorial

It may be a quiet time of year, with many classic cars still in hibernation; although a few "die hards" have woken up for a winter driveas seen on the recent "Drive your Triumph Day".

Special thanks this month to Graham and Tony for your very interesting articles. Tony reports from Australia and Graham tells us of his plan to Drive UK.

Look out for interesting TR Parts to see in Tony's boot at The Cock this Sunday.

Chris.

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DEADLINE DATE ... for articles & photos for next issue is
WEDNESDAY 8 MARCH

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

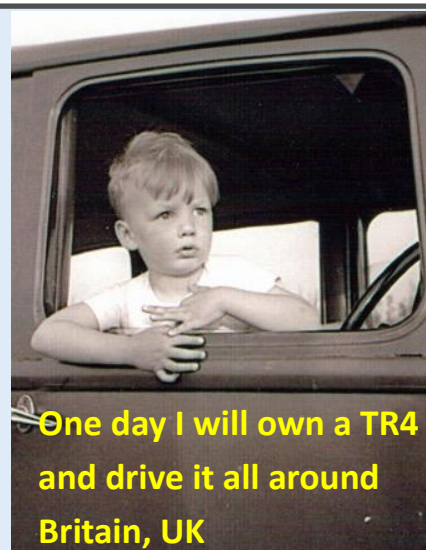
Keep the text small, if possible: TAHOMA, font size 10

PHOTOS : JPEGs of finest quality ...if possible ... please.

EMAIL direct to: chris.trunnioned@btinternet.com

Please keep Text & Photos separate.

My Publisher does not like it if pics are added to a Word doc.



DON'T MISS THIS SUNDAY



The classic car painter, Phil Smith of Windsor Road, Bedford has been clearing out his store.

All these **TRIUMPH PARTS**
NEED NEW HOMES

See page 21 *

*Rummage through the
boxes from the back of
Tony's car*

*THIS SUNDAY @ THE
COCK INN*

Sunday 19 February

Best cash offer secures

See you at the
club meet on
Sunday.

Tony Bannard-Smith

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Meetings Venue and Small Print

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 Ther 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 : **trr.lvg@gmail.com**

***Disclaimer** The TR Register wishes 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 home of LVGThe Cock Inn, Broom. Remember to book in advance for Lunch

For the Calendar of Events 2023just CLICK on link below:-

<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/02/1941/2022-events-calendar>



The iconic rally car. A giant killer in Rallying and Racing.

THE MINI

6 EMO was one of a number of Minis rallied by the late and great PADDY HOPKIRK.

I took this photo at the British Motor Museum, Gaydon last month.

Famous cars such as this are now too valuable to drive in competition and so must remain in museums or private collections.

Did YOU once own a MINI ?

If you have memories and photo, please send.

Back in 1972 I enjoyed my 1275 GT Mini ...excellent close ratio gearbox! Stories please. Ed.

LVG Events update...

The calendar is getting full and we are only a few weeks into 2023. The GL report has updated on recent Trips and this month we give notice of 4 events being organised by the Eastern Region director. Get the dates in your diary and full details will be circulated nearer the respective events.

Sunday 14th May – Eastern Region Trip to USAF Bentwaters Cold War Museum

Wednesday 12th July – An Eastern Region get together at Long Melford Hall, Sudbury, Suffolk. CO10 9AA.

Sunday 6th August – Helmingham Hall Classic & Sports Car Show

Tuesday 3rd October – TouR of Bletchley Park Codebreaker Museum

We have been asked to provide indicative numbers of LVG members attending these events. If you think you may join in, please send us an email asap. trr.lvg@gmail.com

As usual all our known events are highlighted on the LVG webpage. See the link below.

A final date to point out is this years Shine & Show evening at The Cock:-

Wednesday 19th July

<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/06/1941/2022-Events-Calendar>

Remember, we don't turn up at all events, but it would be great to see you out and about this year at one or two.

Phil & MIKE
LVG Events



**Drive your Triumph
Dayread the
story on LVG website**



Group Leaders' Report

Phil Sanford

The year is well underway with several LVG events under our belt. You should have received the minutes for the AMM held on 15th January along with the Treasurer's report, if you don't have it please let me know and I will get a copy to you. The committee is now down to 7 people so if you would like to join us please get in contact. The saying many hands makes light work springs to mind, even if you can only help out occasionally it will be a great help.

The Kick Off Lunch was a great success with great food, great company and an excellent quiz on all things 1973 courtesy of Alison.

Drive Your Triumph Day on the 10th February, in honour of Sir Roger Black's birthday was well attended with 10 Triumphs and a couple of tin tops setting off on a scenic drive to Scotsdales Garden Centre in Great Shelford where we met up with 6 cars from Camb Followers. This is the second year we have done this run and it is proving to be popular, hopefully we can have even more cars out next year. Have a look at our Social Scene on the LVG website to see photos from this and other LVG events at: <https://www.tr-register.co.uk/group/lea-valley/social-reports>

A couple of days later it was the MG and Triumph Spares Day, at the Stoneleigh Show Ground. For the first time ever, I was warm at this event, gone are the freezing cold cow sheds, welcome to refurbished, insulated and heated exhibition halls. Several LVG folk made the trip and I managed to meet up with most of them. Many of the bigger traders were not there but the variety of others certainly made up for them, with plenty of bargains to be had and parts you never knew you needed. After all you never know when they will come in handy.

The Classic Car and Restoration Show at the NEC is on the 24th – 26th March, a discount can be had on advance tickets by using the code MAR23CC149 This is a really good show with hundreds of cars on show from concours to basket cases, 250+ exhibitors and 150+ car clubs. There will also be practical workshops on restoration skills and with luck the TRR stand will have free tea and coffee. Let me know if you fancy going up as a group.

News of events for this year is coming in at an increased pace, in fact 4 new events, specifically for the TRR Eastern Area have just been announced so please keep an eye on our Events Calendar which can be found under the Lea Valley Group pages on the TRR website at: <https://www.tr-register.co.uk/group/lea-valley/social-report/2022/02/1941/2022-Events-Calendar>

I will be attending a Group Leaders meeting in March and if there are any points you would like me to raise, please let me know. Lastly don't forget it is the TRR AGM on 16th April at the British Motor Museum in Gaydon. If you are going to attend or would like to cast a proxy vote, please sign up via the TR Register website.

I look forward to seeing you at this month's Club meeting at the Cock on Sunday the 19th, don't forget to bring along any books you would like to swap.

Phil





Pete Muncer

Anyone who has nothing better to do than read these Mutterings, may have noticed that last month's heading banner had been modified, to include not only a rare image of yours truly quaffing a glass of an alcoholic beverage, but also a pic of a certain Hollywood lady, who it seems I had a yearning for many years ago (I will admit nothing without my solicitor present). Editor Chris had dug out some of my ramblings from over 20 years ago – so two lots of drivelling in one issue – appalling! At the time of writing (Dec. 2000) we were looking forward to the 2001 season, but little did we know that an epidemic was about to cause the cancellation of many events – no, not Covid, but foot & mouth. As part of the TR TouRists mob, we did manage to do our trip to Northern Spain – this was the week after the 9/11 attacks in the U.S., so security was tight at ports – although I have always wondered why the cars picked out for examination at Plymouth ferry port were our three TR's.

I don't know how, but the official photographer (a former Group Leader no less) at the 50th Birthday Meet at Knebworth managed to capture an equally rare snap of me clutching a pint of Spitfire (not Guinness) – what's more, my wife was pictured in the act of actually quaffing a pint of same during the current Group Leader's welcoming address – outrageous! Fortunately we travelled to and from the pub via a rare model of TR, the 301, a big blue multi-seater – this allowed us to continue our quaffing through the afternoon without concerns for our driving licences. All in all it was a most enjoyable gathering – thanks to Phil, Sharon, Mike, and all those involved in arranging the afternoon.

The AMM/KOL at Mount Pleasant G.C. was another excellent social get-together, with a superb lunch as well. Alison's quiz based on questions about 1973 certainly got the little grey cells operating, but sadly with minimal success as far as Sue and I were concerned – I did have the correct answer to the only question relating to F1, but failed on golf / football / tennis / films etc., in fact just about every other category – well, 1973 was a long time ago. Mike outlined the draft plan for 2023 LVG events, and it is going to be a busy year – I hope to do more LVG events than I did last year, and intend to start with the Drive It Day trip to Quainton – classic cars and steam trains – perfect! The De Havilland Museum at London Colney is also on my list – I have been there a couple of times before, the first when as a spotty youth on a bike (no comments please), I actually managed to sit in the cockpit of the prototype Mosquito – I don't imagine that will be possible these days. Then in July, there is the Luton Hoo evening, and of course I must attend the Shine & Show Night – after missing the 2022 event, I am in danger of being severely castigated, not to say rusticated, if I don't appear this year. In addition to these events, there are three CACCC tours to plan and participate in, plus various trips in the campervan to be arranged, and before all that our Down Under expedition is imminent – it's all go being a retired gentleman.

I trust that those heading to Holland in June to join the TR Club Holland 50th celebrations will be able to avoid the ULEZ (see below) – unfortunately we will not be able to join that party, as Tibbles Tour, and then a family gathering in Dorset are happening around that time. One factor that the intrepid TRavellers will not have to worry about, is the EU scheme for collecting biometric data (photo and fingerprints) at border controls, as this has been delayed now until end-2023 (maybe even later). Staying on the topic of immigration documents, for our trip to NZ a current photo had to accompany our visa application, but none required for an Oz visa – strange. It is now nine years since we had to obtain passport photos, and some things can improve with age – but that's all I'm saying.

I don't know how often LVG folks drive into London, either in their TR or more likely in a Eurobox – however, be advised that from August 29th, the Ultra-Low Emission Zone will be expanded to cover all London boroughs, out to the M25 in many places, from its' current border defined by the North and South Circulars. At first I thought that this change would not affect us very much, but then recently we



have visited Moss at Feltham (picking up a TR radiator), and attended a funeral in Enfield, both inside the new zone. Then I realised that Heathrow is inside the M25, and more importantly various routes to avoid the M25 car park also would be inside the zone. Now the more cynical might think that this is simply a way for TFL to grab more funds from diesel lorries and vans who have to deliver in the zone (you might think that, I couldn't possibly comment). Anyway, with two diesel vehicles and a TR in our fleet, I think the time is right to find some alternative routes which don't go anywhere near the M25.

Popping in to JB Sports in Welwyn Garden City recently to arrange a date for the 4A's radiator swap, my attention was caught by a vehicle sitting just inside the door – this turned out to be a Cooper T39 "Bobtail" sports car of late-1950's vintage (see pic). The story goes that the T39 prototype originally had a longer streamlined tail, but would not fit in the transporter – it was found then that the Bobtail modification actually improved straight line speed and handling (an early case of "aerodoomanics" as once described by Graham Hill). The car at JB had been modified to accept a BMC "A" series engine and gearbox mounted transversely "a la Mini" - although the gearbox had to be fitted upside down for some reason, so maybe that means that reverse is where 4th should have been? Strange what ideas some folks had for modifying a successful design (most T39's had 1100cc Climax engines) – nowadays, I suppose it would be fitting classic cars with diesel or electric motors.

The good news for our regular reader is that there will be a distinct lack of Mutterings in next month's TRunnion, while we are away visiting the colonies – however, quoting a former Governor of California (how did Arnie get that job?) "I'll be back".

Note to our Honourable Editor – I am not aware of any kangaroos in Brisbane (except in a zoo) – the outback is too far out for us on this trip.



Pete .



1956 Cooper T39—Bobtail



My Driving Addiction - and how it started

(it was my Grandad's fault)

Graham Teeson

It was 1957 and I was four years old. My Grandad had a 1930s Austin 12 Harley that he had restored. Every weekend he would be at his lock-up garage in Remington Road, Tottenham, along with all the other car and motorbike owners working on their prized possessions. It was a fascinating place and with the railway running on an embankment behind the garages, complete with steam engines and semaphore signals, I was hooked on everything that went on during those wonderful weekends. This was backed up with drives to Potters Bar Station to sit in the garden of a pub opposite the station with my uncle Jim; he had an Austin Cambridge A55. I would listen to them talking about their cars and watch the trains running by. The fizzy pop and bag of crisps made it a perfect day.

When we went on holiday we always went camping. Grandad would pack everything into the Austin with the tent on the rear 'picnic rack', then leave in the evening. Eventually, I would fall asleep and wake up in Devon or Cornwall.

As I grew up, train sets and Meccano (followed by bicycles and the building of them) were high on the agenda and so it was a natural 'mechanical' progression to the day when I owned my own car. A lot of friends I have today had a similar experience as a kid and they have the same addiction.



Around 1970 I bought my first car, a Mini 1000. I spent weekends learning how to maintain it with the help of my Haynes manual and polishing it until it gleamed. Petrol was only 33p a gallon then so I could fill up with a week's worth of petrol for a quid and also get a few pages of Green Shield stamps. Remember those? Driving was very affordable as I was earning about £15 a week by then. The Mini did around 40mpg so I drove it everywhere and the miles soon racked up. I also learnt how to cram as much fishing and camping gear as possible into a small space.

A few years later I sold it and bought a Ford Escort 1300GT. This was followed shortly after by some new camping equipment and a six-week drive to Cyprus. The intention was to sell the car and buy a house, then get a job. Unfortunately, war broke out and those nice men from the RAF flew us home in a RAF Hercules - while the nice men in the British Army looked after the car which I had dumped at their base. They wrote to me two or three months after we had touched down at Brize Norton and

asked if I wanted to pick it up, so I and my Greek Cypriot wife jumped on a train at Victoria with four suitcases of clothes for her 'refugee family'. Four days and several changes later we arrived at Athens. We then caught the ferry to Limassol in Cyprus and collected the car, which was stored in a compound next to a Rolls Royce. Then it was back on the ship to Athens and a four-day drive home with a boot full of oranges (provided by the grateful family).



Above: My Ford Escort 1300GT on train spotting / photography trips. The photo on the right is near Glasgow during October/ November 1980. I slept in my sheepskin in my sleeping bag and when packing up in the morning the inner tent stayed upright without the poles due to frozen condensation!

After the Escort I had a few more different Mini's then my career changed and the positions held during that time included a company car. I covered large areas of the UK averaging 33k miles a year for about ten years. Fortunately, hotels were covered by my expense budget so I didn't need my tent!

Then another complete career change meant losing the company car, so I purchased a Land Rover Defender 110 with a full-length roof rack. Kim and I made a camping trip to Almeria in southern Spain. Kim's parents lived there but sadly her mum had passed away so we decided to bring her dad back to live with us. Kim and her dad flew back while I returned in the 110 loaded with his lifetime's possessions.

A Discovery followed the 110 with a run down to the bottom of France to try it out and our new tent.



It was in 2006, during the final years of driving company cars, that I had the opportunity to buy my first classic, a 1958 Rover P4 75 in a sorry state. After a while I decided to restore it and this was done over a six-year period, completing in 2015.

A 1973 Rover P6 3500 V8 kept the P4 company for a while. However, for various reasons including a huge offer from a chap who really wanted it, I decided to sell the P6 and get a very rare 1937 Rover P2 20hp Sports Saloon. It had been restored from "basket case" stage and it looked great but various things were not right. Eighteen months later and with a large wedge of money spent, all was sorted. It was a beautiful car but I did not enjoy driving it. Handling issues had been resolved, but with leaf springs all round, a non-synchromesh gearbox (double de-clutching required), rod-operated drum brakes on all four corners and cross-ply tyres, it was a 'different' type of driving experience. It was great for local shows but long-distance driving needed a lot more planning and work before and more maintenance when you got back home.



Rover P4 off to the painters



.....and ready to be driven !



Posing with the Rover P6 3500



1937 Rover P2 20hp Sports Saloon

Up to this point I had never owned a sports car. I sat in an MGA once and whilst I loved the look of the car, for various reasons I decided that sports cars were not for me. Fast-forward forty years to 2019 and I get the opportunity to sit in a little white TR4 (460 LTT) for sale in Stockport. It drove as good as it looked. I told the dealer that "it would look better sitting in my garage". The rest is now history.

I have been lucky enough to own quite a few different motor cars and I have regretted parting with a few of them. However, I consider myself very lucky to own two classics now, a 1958 Rover P4 75 and of course my 1962 Triumph TR4. In my opinion, two of the finest examples of British engineering.

There wouldn't be any point in owning these cars unless I drive them and that's exactly what I have been doing. Each year, the Rover goes to Norfolk, Devon, the Lake District and wherever the Rover P4 Drivers Guild national rally is being held. The TR4

has been out a lot more during the last couple of years, including a couple of TR Register Nationals, Coast to Coast and a short trip (via Bilbao) to Spain and my son's wedding in Madrid. Two weeks' supply of clothes and our full wedding kit was packed in along with the tools and spares. My training and experience with the packing of Mini's obviously paid off. Fortunately, we did not camp on this trip!

So, I think the above confirms that I do have an addiction for driving, especially my Triumph TR4, and I'm quite happy to include a bit of camping as well. Believe it or not, some members' addictions are worse than mine! Trips to Europe are treated by some as a 'popping down to the shops' run! Whilst others pack 3-ton trolley jacks into the boot of their TR2 and enough tools and spares to get a fleet of TRs home safely. Then there are those members who have the 'T shirt and the Blue Peter badge' as they have been doing this sort of thing since 1973 and keeping the Triumph TR range of British sports cars on the road. Ladies and Gentlemen, thank you.



Bilbao, Spain



B&B Somerset, with the owners TR

The Lea Valley Group of the TR Register has just celebrated 50 years thanks to the long-standing members who not only started the LVG but kept it alive all those years for 'new boys' like me to pick up the baton and enjoy my TR with all the others members and friends. Well, it is also my 70th year on this planet (yeah – 'he's just a boy') and I thought I would go for a drive and do a bit of camping. So I'm borrowing the Coast-to-Coast theme from the TR Register and I'm going to drive solo around the coast of the UK. My route covers approximately 4890 miles and will take 20 – 23 days if all goes according to plan.

The route and timings are based on the following:

- Use only A, B and minor roads (no motorways).
- Keep to roads as close to the coastline as possible but no tracks/ dirt roads (I miss that Land Rover).
- Keep 'dead ends' to a minimum and try not to cover the same road twice, although driving in opposite directions on the same road will sometimes be necessary. (Ardnamurchan Point in west Scotland, which is the furthest west you can go on the UK mainland, is one such road).
- Visit the furthest points North, South, East and West in England, Scotland & Wales.
- Include the Isle of Skye, the Isle of Anglesey and the Isle of Wight.
- Take photographs at regular stops to show the variation of coastline venues and points of interest.

Visit the garage in Torquay, Devon where my Triumph TR4 was supplied new in 1962.

Schedules and route details have been worked out and good advice taken onboard from club members who have considerable experience regarding long distance touring in a TR around Europe and the UK. Everyone I have spoken to has provided valuable information which has been very helpful. Thank you.

Regarding touring in a classic British sports car. A Mr Frank Lomax completed a route around the UK in 2012covering 4,690 miles in 22 days, driving a Morgan Roadster 100.

Surely someone has already taken a TR around the coast of the UK ?

Well, now it's my turn !

I will keep you posted regarding my setting-off date and my progress.

Kind regards,

Graham .

Graham Teeson



Have TR4 ...will TRavellong way around UK



RAC Rally 2022 ...Photo credit: Blue Passion

Rally Mutterings ...

This issue of TRunnion is to have a rallying flavour, and our Honourable Editor requested some further snippets from yours truly. As I have previously bored our regular reader with a history of the 20-plus years I spent in the "hot seat" (i.e. navigator/co-driver) of the late Tim Stevens' various rally cars, I will keep it short this time. Note: once again no TR's involved (cries of "shame!").

Pic 1 shows one of my favourite cars from our rallying career, the Escort Mk.1. Tim previously had converted his Escort 1300 autocross car to rally spec., but after some damage incurred in a road accident, built up the car in the pic – fitted with full flared wheel arches, and a 1600 crossflow motor prepared by Broadspeed (one of the top Ford teams at the time), it was quick enough to give Escort Twin Cams a fright. This pic is from 1974, our first full season of stage rallying after deciding that night road rallies were getting distinctly anti-social. This event is the AP Stages Rally, which I think was held mainly on old airfields around Bucks. and Northants. Actually I think the pic shows us not on a special stage (not wearing helmets?), but leaving the stage after what was clearly (or not clearly) a very muddy thrash around some farm tracks – prize for anyone who can guess the colour of the car under all the mud.

We competed in this car in 1974-75, but to my regret the car then was sold. Tim had set his sights on having a crack at the Lombard-RAC Rally – as this event was over-subscribed each year, Tim felt that to get an entry, we needed something other than yet another Escort – leading us on to Pic 2.

Pic 2 shows what must be one of the most unlikely cars to enter the 1975 RAC Rally, the DAF 66 Marathon 1300 (rubber band transmission and all). To be fair, Tim's theory worked, as we lined up as no. 228 in the field of 250 cars. With this car the object was just to finish, but unfortunately we fell at the last fence, going out with a broken prop-shaft on the last night in the Lake District. However we were back in 1976, and after a virtually trouble-free run, finished (appropriately) in 66th place – as two-thirds of the entry had retired, we were very pleased. Actually I seem to remember that there were Ladas, Wartburgs and rear-engined Skodas entered that year – didn't see any Trabants though.

The pic shows us on the first event we did in the DAF, the 1975 Suffolk Stages Rally. As we were using the event as a trial and to test the car before entering the RAC Rally, I managed to convince Tim to keep his foot down ("Don't lift off! Don't lift off!"), as we approached the infamous Ingham "yump" – he didn't lift off and the result is shown in the pic. I think we are still climbing at this point, rather than coming in to land – certainly I appear to be clutching the grab handle with determination.

So, a taste of rallying from nearly 50 years ago (blimey, I am getting old!).

Pete .

Editor's note: I had to add the bottom two photos from later RAC Rally entries by Pete & Tim ... to complete the set .



Tony Bannard-Smith sends us this article from Australia

Australian Motorlife

Australian Service Manuals

Driving up the coast of NSW, about 150 km short of Sydney, is a small town called Kembla. Nothing really significant about Kembla, except it's home to the Australian MOTORLIFE Museum. It houses many British carsseveral models of Rover I have never seen before, also Standard, Talbot and two Minerva cars from 1913 and 1922. The only Triumph was a beautiful 1400cc Triumph Gloria saloon

Beside all the displays, the museum foyer had a table of books and magazines. Browsing through, I came across two Triumph Service Manuals; guides presumably available to the mechanic in the dealership / service garage. These guides include some interesting "how to diagnose...." sections, plus data not in the Standard Triumph Service manual.

Tony.

See belowand Tony says he will bring the two volumes to forthcoming LVG Sunday meetings at The Cock , for members to scan through



SPECIFICATIONS	
Type	Semi-floating
Final Drive	Hypoid
Differential carrier bearings	Tapered roller
Bevel pinion bearings	Tapered roller
Rear hub bearings:	
TR2-TR3	Ball
TR4	Tapered roller
Crownwheel and pinion:	
Method of adjustment	Shims and spacer
Backlash	.004" to .006"
Carrier bearing pre-load	.002" to .004" pinch over both bearings
Pinion bearing pre-load	15 to 18 in/lb without oil seal
Crownwheel run-out (max)	.003"
Final drive ratios:	
TR2-TR3	3.7:1
TR4	3.7:1 or 4.1:1
Number of crownwheel teeth	37 or 41
Number of pinion teeth	10
Pinion flange nut tightening torque	85 to 100 ft/lb
Carrier bearing cap bolt torque	34 to 36 ft/lb
Hub securing nut torque	110 to 125 ft/lb
Special nut fitted to axle No TS8039	125 to 145 ft/lb

SPECIFICATIONS	
Models	TR2, TR3 and TR4
Year of manufacture:	
TR2	1954-1955
TR3	1956-1961
TR4	1962-1963
Wheelbase	7' 4"
Turning circle:	
TR2-TR3	32'
TR4	33'
Track (disc wheels):	
TR2-TR3	3' 9" front; 3' 9 1/2" rear
TR4	4' 1" front; 4' 0" rear
Ground clearance	6"
Height unladen	4' 2"
Length:	
TR2-TR3	12' 7"
TR4	12' 10"
Width:	
TR2-TR3	4' 7 1/2"
TR4	4' 9 1/2"
Weight (approx):	
TR2-TR3	18 1/2 cwt
TR4	20 cwt

TORQUE WRENCH SETTINGS	
	ft/lb
Cylinder head	100 to 105
Connecting rods	55 to 60
Main bearing caps	85 to 90
Flywheel securing	42 to 46
Clutch assembly to flywheel	20
Crownwheel to differential case	22 to 24 (5/8" studs)
Differential bearing caps	35 to 40 (1/2" studs)
Pinion flange nut	34 to 36
Timing chainwheel to camshaft	85 to 100
Engine to gearbox attachment	24 to 26
Front stub axle nuts	14 to 16
	Tighten up, then unscrew 1 flat

SPECIFICATIONS — continued	
CAPACITIES	
Engine and filter	11 pt—Winter 20 SAE; Summer 30 SAE
Gearbox	13 pt—30 SAE
With overdrive	3 1/2 pt—30 SAE
Rear axle	13 pt—90 EP
Steering box	90 EP
Cooling system	13 pt
With heater	14 pt
Fuel tank	12 1/2 gal
WHEELS AND TYRES	
Wheels:	
Type	Pressed steel or wire
Maximum permissible lateral run-out	3/32"
Maximum permissible radial run-out	3/32"
Tyres:	
Size	5.50 x 15
Pressure	22 psi (front); 24 psi (rear)
NOTE: Pressures should be checked with tyres cold.	



1926



1927



??



1933

1927 ROVER 9/25

This model was known as a "Semi sports tourer", has a very light aluminium body, and had limited production. There was also a "Sports" which had only two seats, and a pointed tail body.

Restored in Wollongong in the very late 1960's and early 1970's, it was in regular use for distance rallies, and local events.

The main part of the car was located at Denman, near Muswellbrook in the Upper Hunter region.

We cannot be certain, but the belief is that it could be the only survivor of this exact model, world wide.

The motor is about 1100cc, it has a three speed centre change gearbox, and four wheel brakes. It has a worm drive differential, the car's Achilles heel, as owners frequently used the incorrect oil for this component.

"Cleo" has now returned to Wollongong in the hands of new owners, directly related to the two enthusiasts who restored the car all those years ago. It has been on blocks for twenty years plus in Victoria, but will now be recommissioned for use.

Tony would like you to take a look at the above Rover photos.

HOW IS YOUR ROVER HISTORY ??

Can you name these ROVER cars ? Some may differ from the UK versions ?!



Standard 1928



Thanks Tonyfor reporting from Australia



From the Archives

February 1981

A TR4A REAR SUSPENSION REBUILD

At Goodwood in May 1979, I bought for Jean's car, JDE 551, a pair of Luxton rear springs, and at Donnington of that year Jean purchased a pair of rear shockers. To complete the job a pair of new link assemblies were bought from Pete Cox.

After the Christmas just gone, I at last got down to fitting all these goodies, but first the springs, shockers and links were treated to several coats of paint, and the nuts and washers were nickle-plated.

The car was securely jacked up front and rear, the wheels removed and then the trailing arms were raised to operating height.

I then disconnected the links from the shockers and removed both items from the car. Next the drive shafts were unbolted from the differential and the trailing arms lowered to the full extent, this enabled the springs to be easily removed. All the road dirt was removed from the trailing arms and the insulators, the new springs were then placed in position, and the arms again lifted to operating height.

The next job was to reconnect the drive shafts to the differential, assemble the shockers then assemble the links. The nuts and washers were painted with clear polyurethane and the suspension lowered.

All that was left to do then was to refit the wheels and lower the car. The back of the car now sits at the same height as the front and now awaits a road test.

Eddie Holden

---oooOooo---

1ST MARCH, 1981

There is an autojumble taking place at Picketts Lock, Enfield, on this day. What a great opportunity to buy some more old junk to store away and never use. I bet Jean and Eddie will be there thinning out their wallets in exchange for mysterious bits of bent metal. I'm not allowed to go, 'cause I can't help myself either.

---oooOooo---

PERSONAL

Pleasant young man (married) wishes to meet man/woman with view to friendship. He/she may be any age, size or colour, but must be able to weld to professional standard for the love of it. Knowledge of TR4 construction would be an advantage.

Contact the editor PLEASE!!

STOP PRESS

For Sale : 1962 TR4 - £350 suspension rebuild at T.R. Improvements. All new steel body, sills, wings, etc. Resprayed B.R.G. Must be sold. Price about £900. Phone Martin 01-555-7960 after 8.



From the Archives

March 1983

CLUB TRIUMPH MEETING 7TH FEBRUARY

The problem with keeping a TR on the road 12 months a year is that as the car gets older and parts become more difficult to get at short notice, there is an increased chance of the car being unserviceable for the occasional day. It is unfortunate that my TR was unserviceable at the last monthly meeting (apologies to Bob, and thanks to Graham) but a journey to Cox & Buckles ensured that my car was ready to put in an appearance at the Club Triumph meeting the following day.

We had been invited by Club Triumph to attend a talk on 'T.R.'s in Competition' given by Graham Robson. For those of you who don't recognise the name (I didn't), Graham is the author of enthusiasts books such as 'The Triumph TRs' and has been significantly involved with the Triumph Competitions department as far back as 1961, as well as writing for Autocar. With the untimely breakdown of my T.R. the previous day, I was looking forward to a presentation bristling with enthusiasm for this breed of superb sports car to help support my waning confidence. No such luck !

The talk started :-

".....so tonight I am going to talk about T.R.s in competition, and don't be disillusioned, the first TR, later called the TR1, was a pretty awful car"

Before I had a chance to leave, the talk continued and explained how from a rather inauspicious start the T.R.s gained many international successes up til 1964 and then how the introduction of the TR7/8 in 1976 again brought rally success for Triumph.

The first TR2 successes in 1954 were achieved by private owners using virtually standard cars. However, factory involvement over the years resulted in more extensive engine and chassis modifications and where future changes destined for the production cars were first proved on the rally cars, (e.g. the introduction of disc brakes).

The talk was most interesting, but was surpassed by an extremely enlightening question time during which previous Leyland policy decisions and the future model range were discussed.

JOHN RICHARDSON

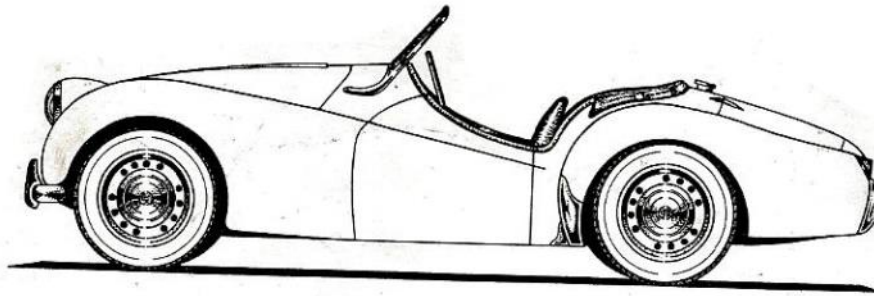


Fig. 6. Two-door, two-passenger Roadster, model TR2

		Basic	Including PT		
April 1953.	TR 2	£555	£787	7	6
January 1954.	TR 2	£595	£844	0	10
May 1954.	TR 2	£625	£886	10	10
November 1954.	TR 2 Hardtop	£670	£950	5	10
Heater			£10	0	0
Overdrive			£40	0	0
Leather upholstery			£12	0	0

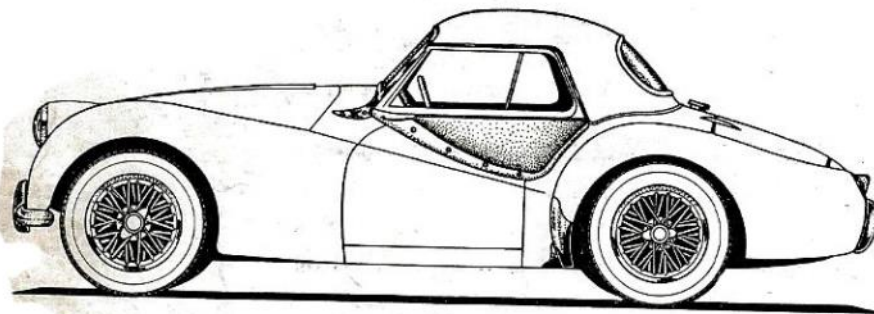


Fig. 7. Two-door, two-passenger Hardtop coupé, model TR 3

		Basic	Including PT		
October 1955.	TR 2	£625	£938	17	0
	TR 2 Hardtop	£670	£1006	7	0
	TR 3	£650	£976	7	0
	TR 3 Hardtop	£695	£1043	17	0
May 1956.	TR 3	£680	£1021	7	0
	TR 3 Hardtop	£725	£1084	7	0

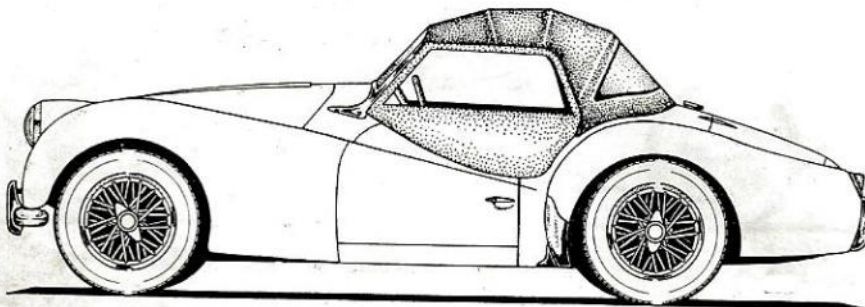


Fig. 8. Two-door, two-passenger Roadster, model TR 3A

Boot Sale - TRIUMPH PARTS

THIS SUNDAY at The Cock, 19 Feb.

TR4/4a

New front bumper, new overriders and new fitting kit ...all steel in original wrappings. Used rear chrome bumper, overriders and bolts

HERALD

Door glass runner and new trim
Door lock release rods
2x Double Headlight surrounds (white)
SHARP radio/cassette player
NEW Vitesse Boot hinges (4) plus bag of fittings/other hinge bits.

Chrome/black 'TRIUMPH overdrive' badge. Plus other.....

STAG

....
Bin of 8 used lamps, round headlights (4) rectangular fog lights (20), rect red rear lights (2). Used tow bar and brackets, bolts.

Used Sun Visor
used door handle recess brightwork.
External angled chrome trim.

Bag new and various trim clips. Plus other....

CLEARANCE NOW ...

TR2/3/3a

Original square glass windscreen washer jar with cap and bracket (needs pump)
Pair of used Type 'C' front brake cylinders
used Speed/rev counter drive cables, 4 bladed fan, various brackets and hinges, Door Locks, Door Handles
Horn, Passenger tub seat, mild steel Exhaust System

PLUS LOADS MORE



Drive your Triumph Day



See report on LVG website



A Grinnall V8 TR (3.9 ltrs) on the TR Register stand at the MG & Triumph Spares Day, Stoneleigh.
Thanks Wayne !

The Back page

Up to 200 members and friends receive TRunnion but we can't say how many actually read it.....unless they all email the word "REDIT" to **chris.trunnioned@btinternet.com**

I may be surprised to find how many do read the back page.

Plenty of space on the back page to say whatever springs to mind. How about content in TRunnion, TR action or any club publication. It is not always easy, particularly at this time of year to fill pages with interesting text. Many of us have stories to tell and all Editors rely on the few who are keen to contribute. Think how many members there are in the TR Register and yet how few letters actually get printed in TR action. New articles are not easy to produce and there are only so many times you can talk about the same cars.

IF you have any thoughts (and if Wayne may be reading this) please write in and we can expand the Back Page next issue, although never trying to compete with the "Mutterings of Pete".

I am not mechanically minded but wonder why a TR6 owner would want to convert to Weber 45sI thought that fuel injection provides the best smooth acceleration? If the engine is modified, do the Webers have the edgeaccepting you will need to lift the revs to 3000+ before dropping the clutch and accelerating away.

My TR3A is modified from the days when I competed in Hillclimbing & Sprinting and I am happy with the Weber 45s that I have had for some 25 years (they seem to stay in tune longer than my SU carbs). Of course everything wears out over time and a couple of years ago I felt the carbs to be lumpy and in need to lift the revs higher before take off. It was time to hand the TR over to Richard at "Revivals". He performed surgery on the carbs, including repositioning the butterflies. Now the 3A idles perfectly, runs smoothly at 30mph in top gear and when I want the acceleration, it starts to lift smoothly at lower revs. Yes, there is a side effect which I can live withthe exhaust pops and bangs even more on a trailing throttle.

I thought that stainless steel exhaust systems were meant to last the life of your car but the silencer baffles failed after probably 25 years. The decibel rating had increased and suddenly I was leaving soot on the car behind! Time for a new silencer, which I had fitted by Racetorations. I drove home. All was smooth but there was one problem which had to be resolved. They had fitted a much quieter silencer, so I had to return for the straight through performance version to be fitted.

At this time of year, painting and decorating the house can be more important than writing articles for TRunnion but I have heard from a source that HP may have time to write about his TR4 conversion to electronic fuel injection in the near future.

We all enjoy driving our TRs and other classic cars and some will have an interesting modern day car that is also a joy to drive. Who really cares about the 0-60 time? A standard TR6 achieves this in around 8.2 secs which is plenty to keep with the traffic of today. Why is it important for a car such as Range Rover Sport with the aerodynamics of a brick to out accelerate many sports cars, claiming 6.2 secs and the quickest version 4.3 secs! Easy on the cornering I would imagine. Have you read about the special edition Bugatti Centodieci. Only 10 were made and all have been sold. Could you say it is too fast, with 1600bhp and count 2.3 secs and you will have hit 60. Top speed has been limited to 261mph. The full report is in "Octane" magazine but just to say that the reporter was on the edge of greying out as the test driver floored the throttle. The tyres are also bespoke to this car.

chris.

