



The TRunnion

Communicating with Lea Valley Group and the world

Stay Safe with your TR

202104 APRIL

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



One day we will return to HQ : The Cock Inn, Broom

....just as soon as life gets back to normal ! Our Events Team have already promised that the first few WEDNESDAY evening meetings will be at The Cock Inngiving our full support to Nick, Michelle and the team. Good ales and great food ...we all look forward to seeing you sometime in the future, when life adjusts to the "new normal"

No official TR Register meetings yet permitted but the pub has all correct procedures in place , so if individuals wish to visit at any time, you will need to book food in advance. All subject to law of the day.

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

Editorial ...

A late Trunnionis that a sign that life is getting busier and we are pleased to be out of lockdown but hopefully careful enough not to slip backwards later in the year.

A packed issue this month but don't stop writing because I have nothing yet for May.

Thanks to all contributors and just a reminder to please send all articles as ATTACHMENTS and NOT in the body of your email, otherwise I can't move and edit it as I wish.

Some members are ready to get back to near normal and others will still be wary about socialising. We can now all meet outside with confidence and look forward to Summer TR meetings. Time to start clocking a few miles on your TR and give yourself some TR smiles.

Watch the revs climb....and into overdrive top.

Chris.



What's IN

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**DEADLINE DATE for
articles & photos for next
issue is Friday 7 MAY**

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

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

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

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

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

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

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

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

We had another great Zoom Quiz with our friends @ Camb Followers



Who cares about the result, it was just good fun

Zoom in for another Quiz this Thursday 22 April

Events for the coming months ...

It looks like all systems go for being able to get out and about in our car's albeit on a restricted basis at the moment. Now is the opportunity to pencil in those events and runs into your diary for later this year.

The Cock PH at Broom is opening on the 12th but it might be a good idea to give them a call to book a table even if you are just calling in for a drink. The guidance from TRR that we should not hold meetings until the 21st June has prompted us to hold our first post lockdown monthly meeting on the 27th June at the Cock. This is our kick off meeting that goes under the name of **Break Out Buffet**. The LVG will provide a finger buffet for members + guest as an added incentive to join in. It will be a great opportunity for all members to renew acquaintances and catch up with each other. All members are most welcome, you don't even have to turn up in a TR. We will need to know how many to cater for so please let us know if you are coming by emailing trr.lvg@gmail.com

There will be our regular **Zoom meeting and Quiz** on Thursday 22nd April, the invitation will be emailed closer to the date. Our last quiz was an inter-group one, with LVG coming up trumps again. We had a really good attendance and grateful thanks go to Tracy Core of Cam Followers for setting a very enjoyable set of questions.

Hot on the heels of the quiz is **Drive It Day** on Sunday 25th April. At least this year you can get out for a drive in your car although not in large groups, the rule of 6 applies! We are asking that you take a photo of your car on the drive out, preferably somewhere interesting and email your photo to trr.lvg@gmail.com. The photos will be collated together and a montage will be sent out to all who participate. You will find full details elsewhere in this issue of TRunnion. Don't forget to purchase your charity rally plate from www.driveitday.co.uk/shop

Bicester Scramble is on the 5th and 6th June, tickets need to be booked in advance www.bicesterheritage.co.uk

Motofest '21 on 20th June to be held at Shuttleworth. Tickets, which need to be purchased in advance, cost £20.00 per car and include occupants. Entrance price covers access to all of the Shuttleworth attractions. This event is being organised by Auto Anonymous run by one of our members Sham Singh. <https://www.eventbrite.co.uk/e/motofest21-fathers-day-at-the-shuttleworth-collection-tickets-142151016517>

The 7th July sees the return of **Classics in the Walled Garden at Luton Hoo**. This is a very relaxed evening event that LVG have supported for several years. Bring a picnic and park in the paddock. If we know you are going, we can go as a group or try and save you a parking space in the paddock. Pre-booking is recommended as numbers may be limited this year to avoid overcrowding www.petermadden.co.uk

If you are attending the **Triumph & MG Weekend** at Malvern in August, please let us know and we can organise a meeting place. If you would like to volunteer to help for a couple of hours, we are trying to organise helping John Marshall with the TR4/4A display, just let us know if you are available.

The **Festival of Motoring** in Peterborough has been postponed to 2022. **Sywell Pistons and Props** on 18th to 19th September has had a good take up but there are still places available and at £5.00 per car and occupants is a real bargain. Time to get your name down.

If you would like any further information on any of these events, please contact Phil or Mike on trr.lvg@gmail.com

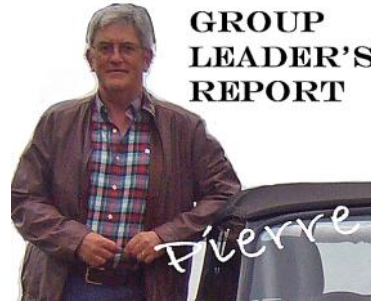
Please note any events you attend prior to COVID restrictions being lifted are at your own risk.



Phil & Mike LVG Events Team

A list of Events 2021 ... C 19 Restrictions permitting ...

22th April	LVG Zoom meeting and Quiz Night
25th April	Drive it Day ... LVG Photographic Competition
5th-6th June	Bicester Scramble www.bicesterheritage.co.uk book in advance
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
3rd-4th July	Festival of Motoring POSTPONED UNTIL 2022
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
29th August	Little Gransden Airshow
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



Good news: the Sun is shining, second vaccinations just a few days away, more releasing of Covid constraints imminent, all opening the possibility of wandering further away than the local supermarket. Drive-It-Day What are you going to do? Remember the LVG plan – go somewhere nice in your lovely TR and take a photo. Easy isn't it? My plan is in place for my driving day, a round trip of about 140 miles in the sun for what I hope will be a photogenic visit to the Little Ouse River on Norfolk/Suffolk border, somewhere possibly familiar to Tim H from a little rally in 2018 associated with trees, dirt and squirrels. That was my first experience of a real rally where despite being the navigator, I contrived to not know where we were. Not my finest hour by far, even though we managed to get to the pub before it closed! At least, I now know how to read the instructions- always an advantage, but, as our grandson said – grandad, you have to read ALL of the instructions.

I have mentioned to my wife how much fun doing rallies could be but so far the responses have all been firmly in the negative. Doing leisurely tulip rallies appears to be enough it seems, so any of the other methods of route definition are considered too challenging, or is it the bouncing around in the car while trying to follow on the map where we think we are on what we hope is the correct route. In the previous TRunnion, you may have read one page that introduced Regularity Rallies, that unfortunately could not be accompanied by the challenges and maps because they occupied too many pages and would have made the TRunnion file too big to go on the TRR website.

Mention of the website prompts me to suggest strongly that you have a look at the LVG pages that are now pretty much up to date with imminent events. Have a look to make sure you do not miss anything, including the chance of meeting up with other LVGers at the SS before a day at the Silverstone Classic, at the beginning of August.

Of course we have had the opportunity of Zoom group meetings, including most recently a couple of quiz sessions competing with the Camb Followers. I am very pleased to be able to record that on both occasions the LVGers managed to win the quizzes by having a higher average score achieved by LVG participants than was managed by the CFs, These results were gained with no help at all from yours truly, I am sorry to say, so very well done everyone else. I have to comment that on each occasion one kind soul took a screen shot of all participants and I am disappointed to note that I look really miserable each time – which I certainly did not feel at the time. These were great events and really enjoyable, thanks to the hard work of all who enabled/managed them including the question setting. Zoom meetings are better than no meetings. We do have a real group meeting planned for 27 June at The Cock, that will also provide LVG members with a Break Out Buffet, so no excuse to not turn up in person to say hello, even if you do not want the food.

Right o. Enough prattling, time to let you get on to read the good stuff in TRunnion.

Very best wishes to everyone and hope to see you soon.

Pierre.



The Matterings of Mancer

Pete Mancer

(Having just returned from another essential 20-mile run in the TR, I can concur with our Editor, that the car runs better with fresh Ultimate in the tank, rather than what has been sitting in the tank for six months).

After last month's digression into ancient rallying history, it is a pleasant change to be able to write about future classic events. First up is Drive It Day on April 25th, which will be a bit low key still this year, as group gatherings and drives are not permitted yet – but it will be an improvement on last year, when all that was allowed was to leave your TR in the garage or park on the driveway (must remember to take the mask off the TR). Unfortunately my second COVID jab is due the day before DID, and going by my experience after the first jab, it is possible that I may be a little under the weather (I reckon these vaccines are sexist - Sue suffered no side effects at all, whereas I was wiped out for a day).

The CACCC Tibbles Tour is scheduled for Sunday June 27th, which suggests it will be one of the first classic tours to run after the planned date for the lifting of COVID restrictions – so let's hope that everything goes to plan - unfortunately we will miss the return of the lunchtime meeting at The Cock that day. Without giving away any route details, entrants on this year's tour will find that they are driving along some familiar roads (especially for any LVG entrants), and visiting equally familiar venues. After more than 20 years of Tibbles Tours, it is just about impossible now to find virgin territory (am I allowed to say that in a family magazine?) in the area, but let's face it, after the last year it will be good just to be out in our classic cars – also I have enjoyed getting the maps out and doing the route planning again (OK, so some people have strange ways of enjoying themselves).

The CACCC Falling Down Tour is planned for September 23rd -25th, this year heading into East Anglia, based near Bury St. Edmunds. The dates are a change from the usual weekend format, now with arrival at the hotel on Thursday 23rd, then with visits to local attractions on Friday 24th, dining at the hotel and/or a local restaurant on Thursday and Friday evenings, with the run back home on Saturday 25th. Post-COVID, it seems that many hotels are likely to be booked solid with weddings at weekends – so, as many CACCC tour regulars are now retired, a slight shift towards a mid-week tour seemed possible. The Saturday run means that some visitor attractions which might be closed mid-week will be open and available as checkpoints on the route. More details to follow.

It was disappointing to see that the TS2 Round Britain Relay has had to be postponed until next year. As TS2 was going to be a star attraction at the LVG Shine & Show evening on July 21st, how are our intrepid organisers going to fill the gap? Maybe we need to find the oldest TR in the Group and make that the centrepiece – but then someone might suggest pairing the car with the oldest LVG driver – hmm, that could be interesting. The Hitchin TR Grand Prix has not materialised as yet, but we could line the cars up and have a Le Mans start contest – I still reckon TR2/3 drivers will have an advantage with their cut-away doors (watch out for the gear lever up trouser leg syndrome – bicycle clips not allowed of course).

It is looking increasingly unlikely this year, but at some point tours to "le Continent" will be possible again, with the requirement to carry documents (Green Card, log book, etc.). It seems that British residents in the EU are having to cope with some changes post-Brexit also – if you live in France, apparently it is not possible to insure a U.K.-registered vehicle, or renew your U.K. driving licence, or (at the moment anyway) even apply for a French licence – somehow I don't think this Brexit business has been thought through completely. Still, we mustn't grumble – at least passports are not needed to travel around the U.K. - unless of course that nice Ms. Sturgeon gets her way and the Republic of Caledonia comes into existence. This is all getting a bit too political – time to change topic I think.

The April issue of Classic & Sports Car mag. has a couple of articles of interest, with input from TRR Honorary President Graham Robson – firstly, the ex-works rally TR4 3VC, has a feature all to itself, and secondly, Graham gives us an inside view of the Competitions Department at Triumph in the 60's and 70's – both are a good read.

However, the article which caught my attention, relates to legal action by Jaguar Land Rover to prevent a Swedish company marketing replicas of the Le Mans-winning C-type



Jaguar. What it all boils down to, is that Jaguar own the Intellectual Property (i.e. copyright) of the C-type, and are taking legal action to prevent it being used illegally and for profit. Apparently a Swedish court has ruled that the external shape of the original car can be considered to be similar to a work of art, and therefore must be protected. In the past, similar action has been taken to protect the Mercedes 300SL and the Ferrari 250GTO. Somewhat ironically, a series of C-type replicas are being built by Jaguar themselves – they are classified as “continuation” vehicles, using original tools and equipment where possible - Jaguar has produced “continuations” of XKSS, D-types, and Lightweight E-types previously. Whatever you may think of the rights and wrongs of the situation, the Swedish case has stirred up plenty of discussion in the Jaguar and replica communities.

Maybe as a work of art, a C-type might be in the Rembrandt or Gauguin category – so would a TR be classed as in the style of Modern Impressionist or Banksy? My knowledge of art and paintings is even less than my understanding of the innermost workings of the TR engine (hard to believe I know), but among the LVG membership, is there an art expert who can enlighten us? (I can think of plenty of artists of a certain type in the Group).

Another thought – who is the owner of the copyright of TR's now that Standard Triumph is no more? Could it be the TR Register? Are we all driving around in works of art?

(I will be intrigued to see what image or painting our illustrious Editor will find to illustrate this article at this point).

The F1 season has just commenced at the time of writing, and it looks as though there should be a good battle between Hamilton and Verstappen for the title this year. I found some racing action of a rather different character recently - occasionally you can download via Motor Sport magazine, clips of historic races, and a recent one involved Daytona in Florida in the 1950's – not the Speedway with its' banked track, but the actual beach. Before the Speedway was opened in 1959, they raced on the beach, with a short stretch of tarmac for the start/finish straight, before turning off onto the sand. The corners onto the sand tended to get badly rutted very quickly, because of the number of cars involved – no less than 118 cars in one race – try lining that lot up at Brands and the back of the field would be out onto the M20. Apparently, sometimes races had to be cut short due to the tide coming in (which gives a different slant to a common racing driver complaint about the handling of the car “the front end is floating a bit”). Many of the drivers had learnt their skills in their hot rods, as moonshiners outrunning the law. All in all, not quite the same as just going for a few laps around Brands or Silverstone, but still fascinating to watch.

Finally, my flabber was totally gasted by reading in last month's TRunnion, that the first recipient of the LVG Photo Trophy was some idiot who had draped a bed sheet over the front of his TR as a face mask. Actually the whole idea for the photo came from my wife Sue, and I recall that I was not very enthusiastic initially, so really the trophy should go to Sue – anyway, thanks from both of us to Alison Payne for the award. Now, what to do for this year's photo – maybe a large dummy hypodermic stuck up the TR exhaust?

Pete Muncer

Pete.



A tale of two Triumphs ...Monaco and Mugello 1970

It was 1969 and I was a frustrated 22 year old desperate to go motor racing.

As many of us did, I collected my weekly copy of Autosport and Motoring News from the local newsagent.

In the ads at the back was one from Richard Lloyd advertising his Gold Seal Modsports 1147cc Triumph Spitfire. Richard had been a couple of years above me at school and we had always got on well. The car was being rebuilt by Peter Cox at the Triumph Coventry Special Tuning Division after it had been almost destroyed in an accident at Mugello in the previous year.

Richard had his pop management agency in Exhibition Road, West London, and it was there that we shook hands on my buying the Spitfire, his Mk 1 Triumph 2000 saloon and trailer.

So all of a sudden I was the proud owner of two Triumphs.

After several trips to Coventry with Richard, who seemed to pull out at the latest possible moment when overtaking on the M1, practice for racing apparently, the car was finally ready.

So I got my Restricted racing licence and set off to Brands Hatch to have a practice. Richard had told me he could take bottom bend (now Graham Hill bend) flat in fourth (no overdrive). So first time round, I tried. Had a really good spin on the grass, but managed it second time!

Then modsports. Restricted licence and National Licence. Fabulous fun all over UK circuits.

I kept the car at Chris Marshall's garage in Barnes where James Hunt, a contemporary and friend from school. Andy Sutcliffe and Brendon MacAnerny were all based with their formula three cars. Tiff Needell turned up on occasion and it was a great place to play cars!

Then in May 1970 I set off for France and Monaco in my Triumph 2000 with my girlfriend to watch the Grand Prix. In those days hardly any motorways, so after Lyons it was the Route Napoleon via places like Gap, Sisteron and Digne. Fabulous roads.

My girlfriend's parents had a flat near Nice on St Jean Cap Ferrat where we based ourselves.

The family had a good friend, Jean-Paul Colas, who was heavily involved with Radio Tele Monte Carlo. As they organised a rally for journalists, he asked if I wanted to enter.

I wasn't a journalist, I didn't have a rally license and the only helmet that could be found was one similar to the type Stirling Moss had used in the 60's. I was told to hang around in the background at signing on and that it would all be sorted. And it was.

So the first night was a gala dinner at some club in Monaco. Then the next day scrutineering. So a bog standard Triumph 2000 with number 27 on the side was passed fit to rally!

Next day the rally started at what was then called Station Hairpin and off we all went up the Col de Torini. The same stage as they use in the real rally!

Fantastic fun. Only problem the Mk 1 front brakes faded completely, however hard you pumped, descending twisty roads and hairpins from high in the Maritime Alps back to Monte Carlo. We came round one corner to find a Citroen Pallas straddling the stone retaining wall. They didn't always use Armco then. Navigator girlfriend reclined the seat and lay there sobbing! I was dubbed "l'Anglais sans freins" by a Belgium journalist in a Renault Gordini rally car. Apparently putting a car at 90 degrees across the road to slow it down and go round a hairpin was highly entertaining to watch! I was a lot braver in those days, or maybe just more stupid.

Then the next day the Mont Agel hill climb followed by the black tie gala dinner presentation at the Casino. 32 starters, 21 finishers and we were 19th! Presented with the Coupe Lucas, a solid silver cup which I still cherish, for being the first UK driver to finish.

I'd never experienced such hospitality, meeting people like Innes Ireland (highness to Jean Paul), Jackie Stewart, Graham Hill, Jochen Rindt and others.



Totally out of my comfort zone but delighted to be part of it, even if little more than an observer. As an aside that was the year Stewart led for much of the race, the likes of Amon and Pescarolo retired, Brabham was leading and on the final corner of the final lap ran wide into the barrier, Rindt passed and won, Brabham came second.

So then back to the UK to carry on with my Modsports campaign and get an International C Racing Licence as I had already entered Mugello in July.

I needed one more signature before I qualified and my last race was at Castle Coombe. Car went well other than I fell off at Quarry Corner and left the long length of exhaust on the grass. I finished and got my final signature A kind Marshall returned the exhaust pipe and we were all ready for our Italian adventure.

Much against my parents advice and wishes I left my boring but secure job at Lloyd's of London and set off to France via Sealink.

Triumph 2000, trailer and Spitfire.

Carnet checked at Calais and then the drive down through Dijon, to the Mont Blanc Tunnel and the Italian border at Courmayeur. Then the long drive to Mugello.

Half way there we came across an inverted Cortina Estate with the trailer and Chevron B8 parked neatly on the hard shoulder 50 yards further down the autostrada. Can't remember who was driving but they were collecting their 8 track cartridges spread across carriageways. We stopped, they were fine and waiting to be recovered and his brother was already on his way from the UK in a Land Rover to finish the journey. Now that would have taken some time.

We happily arrived at our hotel. A basic hostelry with the thinnest walls ever. A good nights sleep proved almost impossible courtesy of our neighbours!

Peter Cox was there with all his rugger bugger friends who were brilliant fun. Mark Konig with his Nomad. Gabriel Konig, his wife. Piers Forester, Colin Malkin, the London to Sydney marathon winner and many others including young Arthur Appleby in his Sprite.

Scrutineering was a wonder to behold. We had to tow our cars down to the main square in Florence and unload at the far end. But there was a one way system so you had to drive your race car round with all the other cars to get back to the square. It was amazing to see 2 litre Abarth's, Porsche 906's and Chevron B8's being raced off the lights with Fiat 500's!

After that scrutineering was a non event. I was in the under 1000cc prototype class with an 1147cc engine, which I had previously written to tell them about, but no one cared. Mind you I had no chance of winning in a Spitfire against 1000cc group 6 cars!

Now a lap of Mugello in those days was over 40 miles long on closed roads. Learning the circuit was an impossibility but it was good to be aware of the danger areas. For instance there were two up hill stretches that looked very similar. One had a hut half way up on the right and an easy right at the top, whereas the other one without a hut had a very sharp off camber right at the top, or was it the other way round. I never could remember!

So we would go out to dinner at different parts of the circuit. One clear moonlight night, two nights before the race, we finished dinner in a local trackside Taverna and started back to our hotel in San Pelligrino. Colin Malkin was driving a Jaguar Mk 11 with Peter Cox in the front and two burly rugger buggers in the back. We left a few minutes after them and came round the corner to see the aftermath of a horrendous crash. Colin had been driving on sidelights as it was such a bright moon relying on headlights coming the other way and taking racing lines, the Carabinieri in their Jeep had been doing the same, and they met head on. When we arrived there were only a few locals scratching their heads. Neither of us spoke any Italian but my girlfriend spoke Spanish with what we assumed to be an Italian accent and we discovered they had been taken to the local surgery to be patched up. When we arrived the doctor, cigarette in mouth, white coat unbuttoned was stitching up one of the policeman. Colin had a badly split lip courtesy of a wood rim wheel and no seat belts (hence a moustache in later life), Peter had a very bruised face and damaged legs as his feet had been on the dash. The two rugger buggers were ok but had impacted heavily with the seats in front of them.

They were then rushed off to Florence and hospital. We visited 5 hospitals the next day before we finally found the two of them, jaws wired up and drinking Stracciatella soup through a straw. They wondered why we looked aghast at them!

As the race was the next day they discharged themselves, turned up at the circuit with bandanas around their jaws but the organisers wouldn't let them start. As they needed



the start money to get home they asked Piers Forester to at least start in Peters immaculate new lightweight (aluminium panelled) red and white GT6.

By comparison, the race was a non event. Somewhere around the track the rucker buggers were watching and they were impressed by my speed. I can only think that they were at the top of that hill when I forgot which corner came after the hut and drove for about 100 yards down a broad ditch before I could regain the road. On the last lap, no 4 I think, I ran out of petrol and a very nice Italian lady persuaded her boyfriend to syphon some and pour it into my tank.

They bump started me and so I finished, 5th in class and one lap down. People were actually walking down the road when I pulled off the track into parc ferme. Got £50 start money and £50 for finishing 5th in class.

But the drama wasn't over yet.

With carnets you had to specify your "port of exit" from Italy. We had chosen to come back through the Mont Blanc Tunnel and enter Switzerland to see friends in Montreux. So we arrived at the border, went into the customs office and they checked the car and stamped the carnet. We then went 100 yards to the French Office but they were closed for the night. Turned round and tried to re-enter Italy. No chance, but they said not to worry about the French and just drive through the tunnel. Half way through and two motorcycle Gendarmes escorted us to the tunnel exit, turned us around and took us back to the French border where the Spitfire was impounded. We then drove to our friends and the next day returned with Luc who was Swiss and discussed the situation with the officers at the customs post. They said they would think about it and to come back the next day. We did, were fined £50, departed and tried to enter Switzerland. At their customs we had to unload and itemise everything on a schedule. I still remember remorque trailer, amortisseur shock absorber. On the way out of Switzerland they didn't even look at the list!

So that's it. We drove back to St Jean Cap Ferrat, parked in the garage under the flats and had a fabulous summer. I was intending to do a race in Barcelona in September but that was cancelled, so it was back to England in late August and more Modsports races.

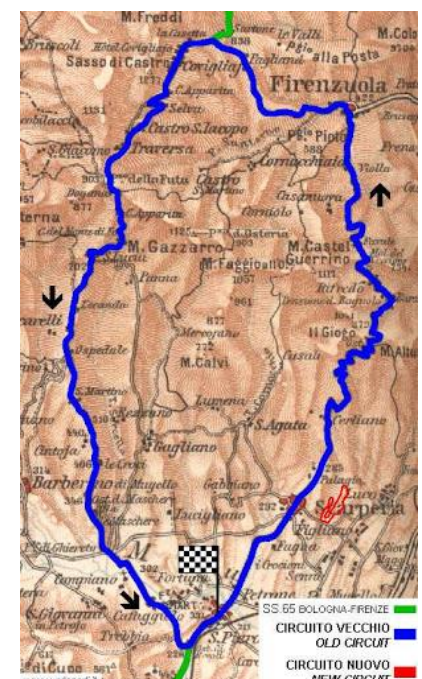
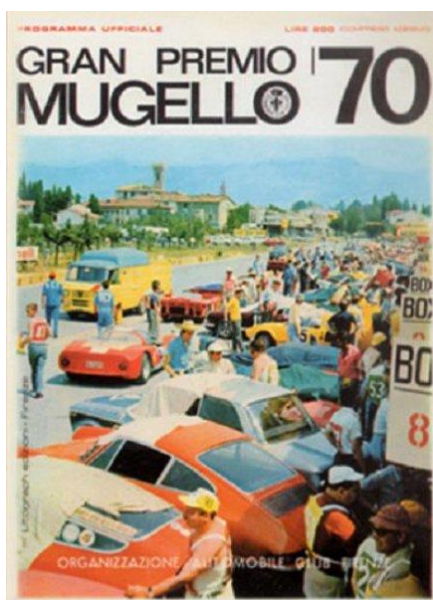
1970 was quite a year.

It was a golden era for motor racing and I was privileged to be part of it, even in my small way.

Since then over the years I've been fortunate enough to race numerous cars from Austin A35 to Lola T70's. Oh what I'd give to be able to do it all again.

But now I just love my TR3!

Nick Amey.





Nick Amey .

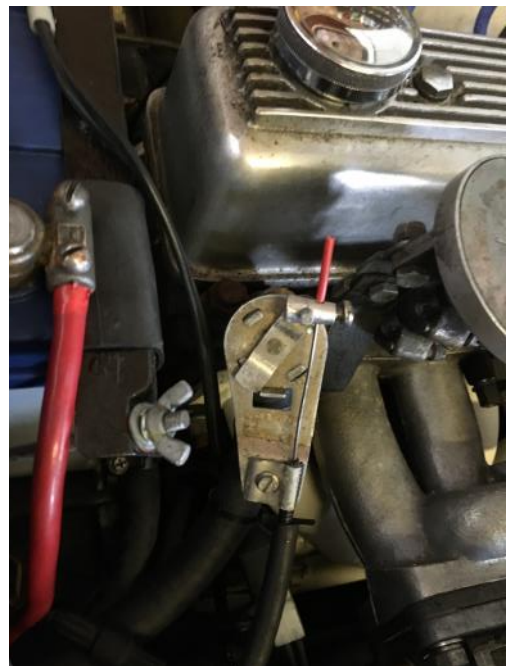
Nick, thanks for sharing your racing memories . Chris.



TR4 & 4A HEATER OPERATION

*This photo and the following 2 pages
....from Tim Hunt*

Thanks again Tim, for all the technical articles



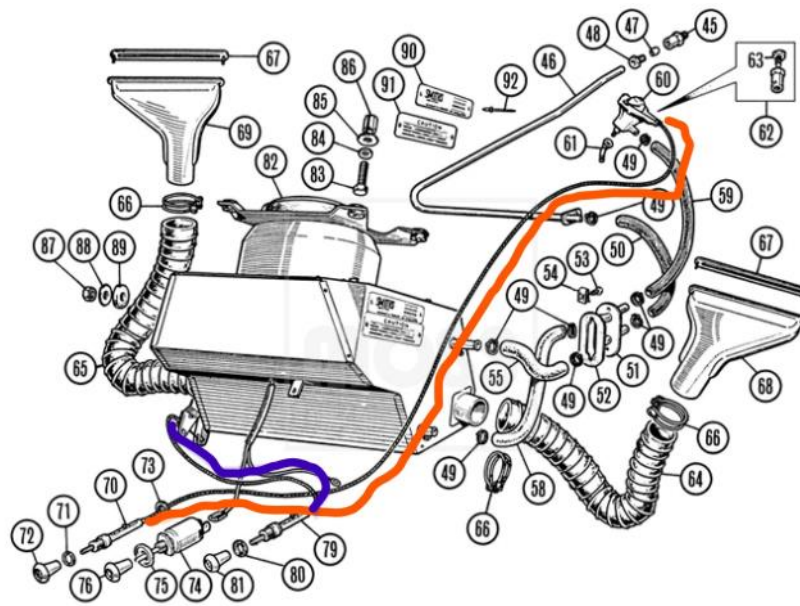
TR 4 and 4A Heater Operation Tim Hunt

For some reason, lost in the realms of Standard Triumph Engineering, on the TR4 and 4A the heater valve control is fitted on the left of the fascia support bracket and the distribution control on the right. As can be seen from the accompanying illustration, courtesy of the Moss Parts and Accessories Catalogue, this results in circuitous routings for the corresponding control cables. I recall Roger Hogarth suggesting some time ago that if the controls were simply swapped over the resulting much straighter runs for the cables would result in reduced effort required to operate them and smoother functioning. This seemed eminently sensible to me and when my gearbox and overdrive were out for overhaul a while ago I took the opportunity of swapping these controls over and can confirm their operation is indeed now much nicer, particularly in the case of the heater valve. The stiff internal piano wires are held in the controls by 6BA set screws so can easily be removed allowing the outer sleeves to be cut down to an appropriate new length. To give you an idea how unnecessarily long the cables were I removed five inches from the distribution control cable and ten from the heater valve cable. It is rare ever to do a job on the cars we love without encountering at least one snag. In this case the thread on the heater valve control which accepts the wire securing screw had stripped. I had no small taps but David Dawson kindly drilled and tapped the control for me to accept a 4BA screw and job done. It is noteworthy that on the later TR5 and 6 Triumph did reverse the positions of the two controls, again see the accompanying illustration courtesy of Moss. Better late than never I guess.

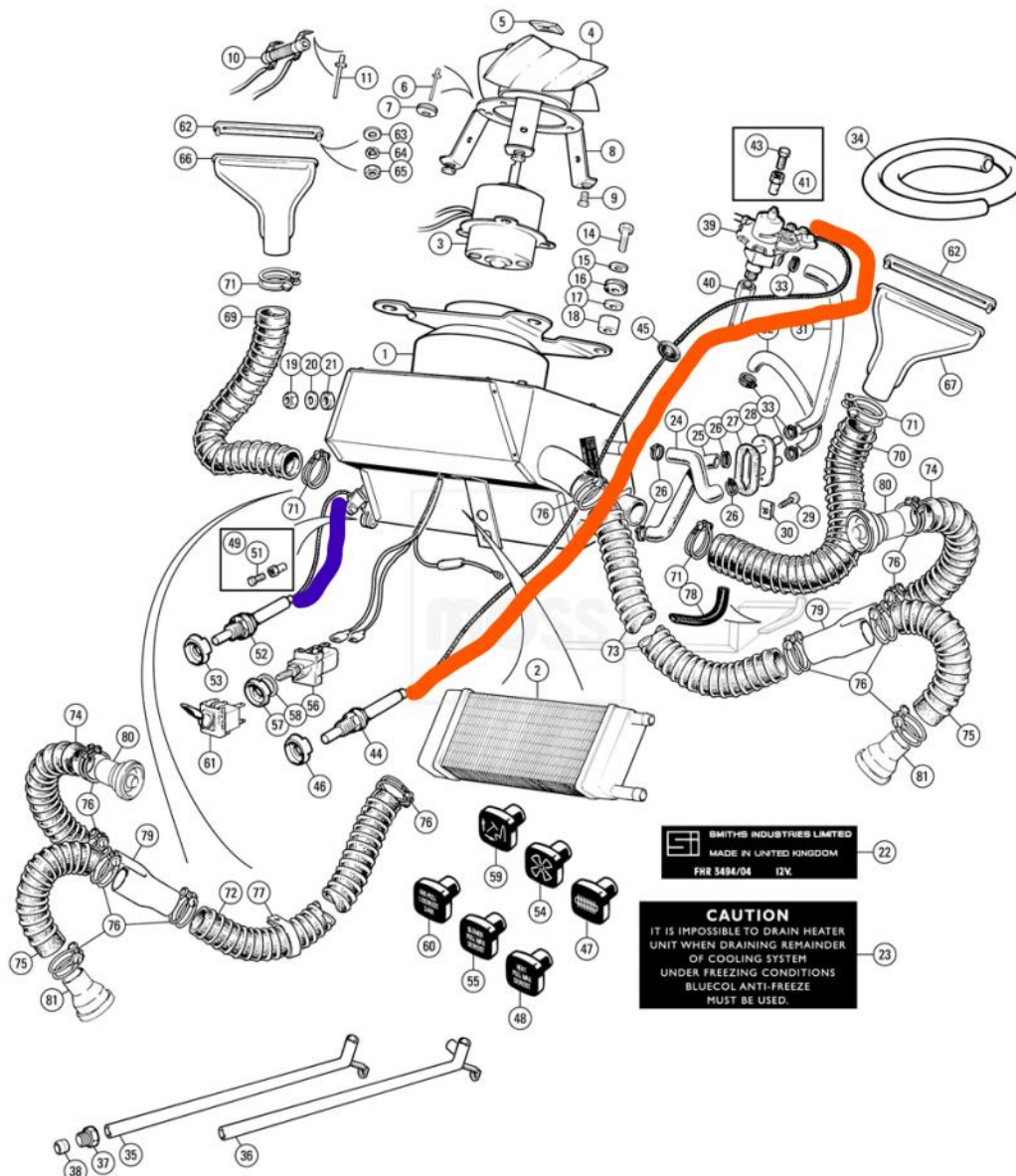
While on the subject of the heater, the original type valve is a notoriously all or nothing affair, which can be a bit stiff to operate and on which the diaphragm can sometimes fail. A very worthwhile upgrade is to fit an Everco (Four Seasons) heater valve, part number 74648 from the US. This probably has an NPT thread but it's almost identical to 3/8" BSP and it fits straight into the existing TR4/4A adaptor on the cylinder head. It also fits the adaptor on the TR5/6 so this is a good upgrade for those models too. The valve outlet is nicely swaged and 5/8" in diameter. However, with a dab of rubber grease and gentle persuasion the 1/2" ID TR heater hose will fit easily. This valve is a conventional ball type, very smooth and progressive in operation. It was fitted to many US vehicles of the 60s and 70s and is available from several US suppliers. I purchased mine some years ago from an Autozone branch when on holiday in California and back then the cost was the equivalent of about £18. The inner wire can be fitted to the valve operating peg by forming a loop in the end with a long nose mole wrench or by using a suitable size ring terminal soldered to the end. As the cable sheath is securely clamped to the valve there is no way the inner wire can ride up the peg and come off. In my case I found a piece of aluminium tube, drilled and tapped it for a suitable set screw and drilled another hole at a right angle to the tube for the inner wire and another to allow the connector to slip over the peg on the valve operating lever, as can be seen in the accompanying photo. At the time of writing the most competitive current source I can find for this valve on the Internet is Amazon for £35.41 delivered to a UK address. I note that Moss offer an after-market replacement valve for £17.30 but I have seen bad feedback on these. You normally get what you pay for and they have the original type valve at £39.60 so for me the Everco from Amazon is a no brainer – just fit and forget and enjoy the smoother and more progressive operation.

Some advocate using the heater valve fitted to the TX1 taxi, which can be found on Ebay for under £15 delivered. This would give a similar improvement in operation but is an inline valve with hose outlet and inlet and needs quite some jiggery pokery to fit. You pay your money and takes your choice.

Tim .



TR4-4A Heater



TRAVELS IN TENNESSEE

Like all of us we have spent the last year confined to local travel, watching the trips that we had planned being cancelled one by one. We have even had one trip transferred from 2020 to 2021 and then cancelled. In consolation we have spent time looking back at the photos from previous trips. One trip that I took in 2001 was to tour around Tennessee and some of the surrounding states. During this time we visited a number of museums that were either car/ vehicle related or other things, such as trains, that appeal to people like us. Those days were pre digital photography so both the quantity and quality of the pictures are less than it would be now, but hopefully these scanned images will be OK.

Having flown in to Atlanta in Georgia, our first base was Chattanooga. We skipped the museum of knives and headed to the town centre and, yes, there really is an area called Chattanooga Choo-Choo. This a tourist centre built around the old station. There was an old wood-burner train on static display, but the only ride was on a vintage electric tram.

On the outskirts of Chattanooga is Lookout Mountain, which was the site of much ferocious fighting during the American Civil War in the 1860s. It also claims the steepest mountain railway in the world, a claim also made by other mountain railways. Here, at Rock City, we came across a couple of old American vehicles, a shooting break and a fire engine.

We took a drive out to Oak Ridge, which is a town that was built in the early 1940s to house all the factories, research facilities and an air cooled graphite reactor. This was to provide all that was needed for The Manhattan Project to produce the atom bombs that were dropped on Hiroshima and Nagasaki. We visited the Atom Bomb Museum and the Reactor. Interestingly, the lady we visited in Chattanooga grew up in Oak Ridge and said that during the 1940s the whole town was surrounded by a high security fence with armed troops controlling everything and everyone that went in or out.

We continued to Pigeon Forge, which is a big tourist town, gateway to the Great Smokey Mountains and home to Dollywood Theme Park. We drove out one evening to find a restaurant and on the way back saw a large collection of American cars in the car park of a large hotel. Apparently there had been a car show earlier in the day. We stopped and looked at the cars (no pictures unfortunately as I had not taken a camera to the restaurant). The focus of the cars seemed to be customisation with lots of bodywork changed to make them more streamlined. The paintwork was incredible with all sorts of shading and metallic finishes with huge metallic flakes. One car had a ground clearance of about an inch until it was started up and rose several inches. The owner then proceeded to make it "dance" by raising the suspension in each corner independently.

We then headed off across the state in the direction of Memphis. We stopped at Lynchburg to visit the Jack Daniels Distillery. It is odd that Lynchburg is a dry county with all sales of alcohol banned and yet is home to what is probably the most famous distillery in the USA, where you can buy Jack Daniels Whiskey in their tourist shop. They had a rather nice vintage fire engine there.

Continuing on to Memphis we passed through a small town called Cowan. Here we saw an old wood burner train. We of course stopped to look and found that next to it was an old wooden station which turned out to be The Cowan Railway Museum. The museum was locked but as we stood there a man, who had been cutting the grass at his house nearby, came over. He told us that the railway company had been going to demolish the station to make way for expansion and that the town's folk had got together, bought the station and physically moved it to its present site. They had also bought the train that stood next to it. He then produced a set of keys and gave us a guided tour of the museum.



We arrived at Memphis around midday and found a motel on Elvis Presley Boulevard. Having decided to go for a walk we ended up walking to Elvis Presley's home Graceland. After a tour of the house and grounds we went to The Elvis Presley Automobile Museum. Not only was there a selection of his cars, but also some of his private aircraft. There were not any TRs but he did own an MGA.

Next day we caught the bus to downtown Memphis and toured around on the old trams that go round the Riverfront Loop. We visited Beale Street and went on a Stern Wheeler Riverboat on the Mississippi. We saw an old Fire Truck in the Fire Museum of Memphis and at a garage by the bus stop there was a TR6 in the workshop. As it was a Sunday the garage was closed so I could not go in for a closer inspection. This was the only TR that we saw on the entire trip.

Returning to Chattanooga we visited the Tennessee Valley Railway. Here we took a ride on a train pulled by a massive 1950s steam locomotive pulling vintage air conditioned rolling stock. At the end of the line there were extensive workshops with a mixture of all sorts of rolling stock, including American steam locomotives, diesels and a Fiat railcar.

Finally in Chattanooga we visited the Museum of Tow Trucks. Who would have thought anyone would collect enough tow trucks to make a museum but it was surprisingly large and interesting.

Well that concludes my reminiscences of Tennessee. Let's hope that it will not be too long before we can all return to our travels, as I don't know about you but we have a lot of catching up to do.

Phil Titchner

Phil.



FOLLOWING IN HIS GRANDAD'S FOOTSTEPS

"One man's story of an ambition to take an engine apart and put it back together again"

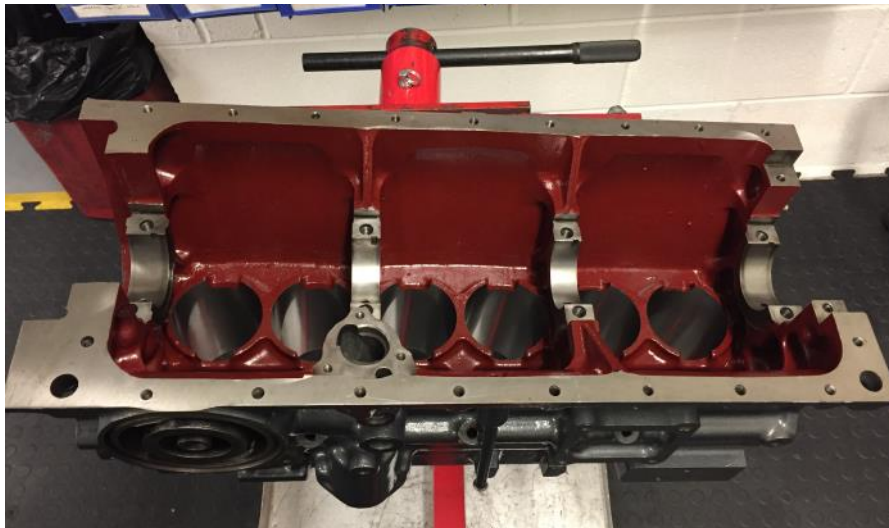
By Julian Hensman

Part 6

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

Sorry for missing last month's deadline; my bad. Double length this time to make up for it! By the way, thanks to all those who have signed and shared the petition regarding the exchange of UK driving licences in France. As many of you know, I now live in France and the impasse between the two governments regarding exchanging licences is starting to cause serious concern. Getting a licence here would cost a whopping €1,800 each (including mandatory lessons), not to mention the extra time, so anything you can do to help, by signing and sharing the petition would be much appreciated. If you haven't already done so, please go to <https://petition.parliament.uk> and search for "Seek to conclude UK/France reciprocal agreement on exchange of driving licences". Thank you!

Any now down to business. I got the call from Darryl telling me the engine cleaning had been done and they were ready for me to come back for the reassembly, so off I went. And as we are indeed getting down to business in this story, I am changing the format so you can hopefully see some of the pictures a little clearer. Enjoy!



First impressions last, right? Well if that really is the case then this picture speaks for itself. When I walked into the engine shop, my jaw hit the floor (the immaculately clean floor). The paint on the interior is not just for show by the way, and why would it be when you will not be able to see it anyway. Apparently, the smoother surface encourages better oil distribution and minimises debris sticking to the crankcase. All this I take their word for but it was literally clean enough to eat off. This great sight, filled me with enthusiasm.



Cleanliness is next to Godliness so my Aunt Gladys used to say (will this article be full of sayings?) and the items on this table were immaculate. New pistons, new camshaft, new oil pump, everything cleaned and prepared. All I had to do now was figure out how it all went together and I would be away. Luckily Dan was on hand to provide the appropriate guidance and I commenced, with great enjoyment, the not inconsiderable task ahead. Of course I knew where everything went, but it's not as simple as all that!

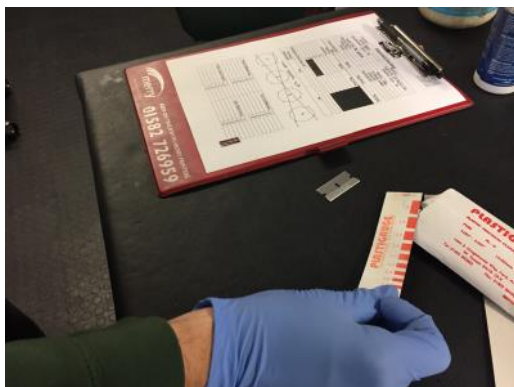


The crankshaft had been beautifully prepared and checked for balance etc. You can at this point have quite a lot of metal ground off the counterweights to "add lightness" and gain free-revving, but I didn't see the need in going too far. I was never going to race the car and frankly it just didn't seem worth it.

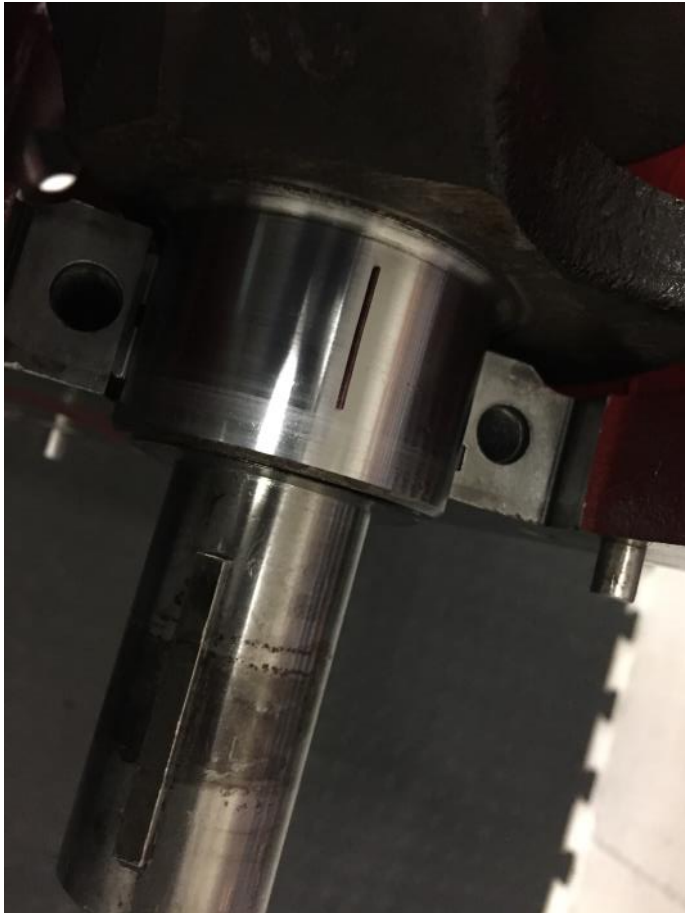
The first job was to clean it with kerosene using a brush and gently paper-towel dry. Then brake fluid was used to ensure it was completely dry. The oil in the background is GT85 (which is like WD40 on steroids) which is applied afterwards to coat the shaft to ensure no possibility of any rust forming in the time it takes to assemble the engine.



The block then had a good dust off with a lint free cloth and the upper main bearings (note the block is upside down at this time of course) were cleaned as the crank. They are then coated with Clevite Bearing Guard, an assembly lubricant specially formulated with an Extreme Pressure (EP) rating to provide proper lubrication for internal engine components during assembly, and for the first crucial moments of operation after engine start-up. Once the bearings were well coated they were pushed gently into place. This process was repeated with the lower bearings while inserting them into the bearing caps.



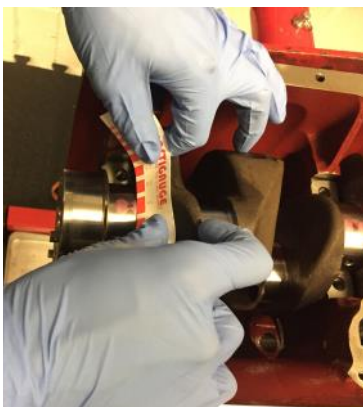
The next step took me back to my childhood somewhat. This is where we started playing with Plastiguage! Very similar to Plasticene, but more refined and packed in fairly specific miniature cylinders, this ingenious stuff is used to measure bearing clearances. For those of you not familiar with it, think on this: how would you measure the gap between two faces where it is impossible to insert any kind of measuring device? The answer is Plastiguage! It takes a bit of time but the results are interesting and you can measure gaps between 1 and 7 thousandths of an inch.



The idea here is to cut a piece of Plastiguage between 1 and 1.5 centimetres long, and place it longitudinally onto one of the surfaces to be measured, in our case, the crankshaft main bearing journals. This is fiddly stuff as you don't want to deform this tiny piece of "play. Dough" any more than you have to, yet you need to get it in a pretty precise location as shown in the photo. Then you install the main bearing cap (with the bearing previously inserted) and finger tighten the bolts.

Repeat this exercise with all the bearings and then tighten to the stated torque setting of 65 lb ft, tightening all bearings progressively, little by little to avoid any distortion of the crankshaft.

Very important at this stage:
DO NOT TURN THE CRANKSHAFT!!
 Otherwise, the measurement is ruined and you have to start again.
 A bit obvious perhaps, but worth mentioning.



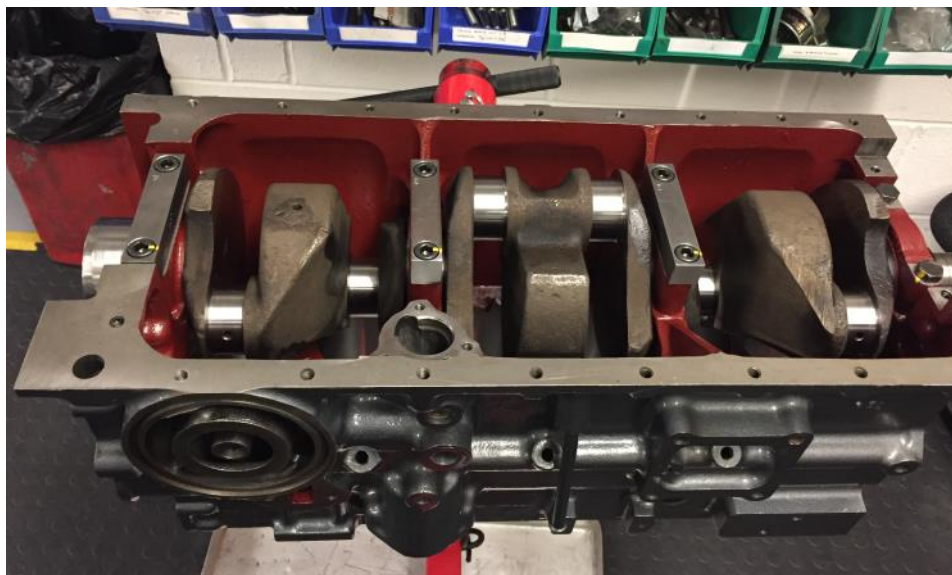
Once all the caps are tightened to 65 lb ft, it's time to undo them all again! Again, probably over cautious but progressive, gentle loosening cannot harm to avoid any distortion of the crankshaft. Then, quite simply, you measure the spread of the Plastiguage using the measuring strip provided. We are looking for a spread that equates to a gap of between 1.5 and 2.5 thousandths of an inch. In other words, miniscule! And bear in mind too that the Bearing Guard on its own can add 0.5 thou!



So measurements done, we are all set, ready to install the crank. To be honest, I have no idea what happens if the measurements are out! I suppose it may mean curtains for the crankshaft if the gap is too big as this would then cause vibration. Maybe an expert among you could enlighten me?

All Plastiguage is then cleaned off, bearing guard re-added to the journals and the thrust bearings are put in place. These bimetallic bearings are installed with copper side facing the crank and steel side facing the block. This picture is quite small but you may be able to just see them, in profile, nestling up to the crankshaft just to the left of each of the bolt holes.

Bearing guard is re-applied to the bearings in the caps and the caps are put in place. The cap bolts need ARP Ultra Torque Fast Assembly Lube applying to their threads and then the bolts are once again tightened progressively to 65 lb ft. One additional note, the caps in my engine are held in place by a bracing kit (shown in the picture below) which adds to the strength of the block.



Before declaring the crankshaft "installed" we have one final thing to do, which is to check the famous "end float". End float is the movement of the crankshaft from front to back, which unsurprisingly should not be much. The Brown Bible suggests 6 to 8 thousandths of an inch end float, but with our new bearings 3 to 5 thou is OK, and we measure 5 thou.

End float is something to watch out for when buying a 6. The thrust bearings are not the best design and only fit into the top half of the bearing (they are semi-circular). Over time, wear and tear on an unrestored engine can cause these thrust bearings to break or simply fall out into the sump, causing excessive end float. If you buy a 6, make sure you check that you cannot perceptively move the crank back and forth, by grabbing the fan belt assembly / crank pulley, and giving it a good yank back

Next, we start on the pistons and rods. See you next time on ... Following in his Grandad's Footsteps.

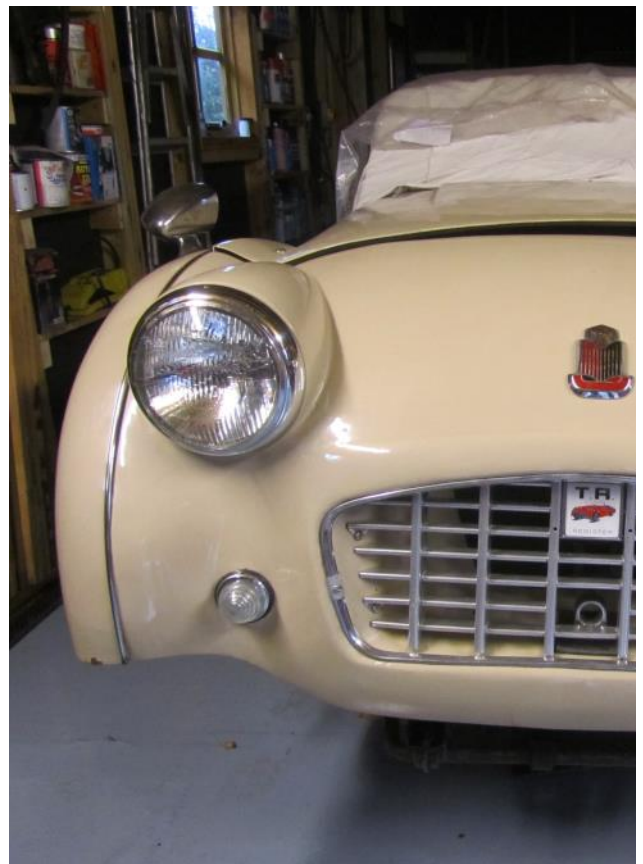
A year on, is Covid affecting our classics

Whilst trading restrictions imposed by our numerous Covid lock-downs can easily be blamed, over the last 12 months, I've noticed our classic parts suppliers may not be coping that well. Will these experiences be overcome when we emerge - and our post Brexit economy settles to a 'new normal'? I have genuine concerns on several fronts and wonder if other TR Register (or other car club) members have experienced similarly changes? Suffice to say, I am not having a moan. I have dealt with each of the recent incidents entirely satisfactorily.

During my restoration of 3 Triumph TRs, an Alvis TD21, an MGBGT, VW Beetle, Armstrong Siddeley 17hp and a Mini, I've bought a lot of parts! My workshop log and its collection of invoices for my first TR3, - the front end of which I am rebuilding for a second time after 42 years' service - date back to 1979. Then, my parts were purchased from either the TR Shop, Chiswick or Cox & Buckles, Richmond (the latter now of course Moss Europe). Recently, I have become quite concerned at a fall in quality of some components, a decline in the accuracy of stock and supply, and during this lockdown, a decline in the overall ability to service my car's needs.

Craftsmen

To start this analysis – have you noticed our economy losing skilled craftsmen, mostly due to age and illness, and Covid will not have



helped? Craftsmen who perhaps once worked in the automotive industry, formally retired and began applying their skills as local tradesmen. These characters are reducing in number year by year. With the closing of their businesses, in many cases also goes the knowledge and skill they have. Their carefully selected and trusted sources of parts and materials can get 'lost' to the classic car sector. In this instance, I cite two closures yielding now the loss of Weathershield / Britax / Webasto sliding roof expertise & replacement parts. These full section sliding roofs were inserted in many BL cars from the 1960s onwards. Another type of resource I fear we are losing is the one man working from home. People like Dave Davies from Atherton, Manchester. An expert with over 30 years' experience of rebuilding AC Delco mechanical fuel pumps, and better than any new repro item. There are many more examples. Perhaps if any of us have developed a skill-set around a component we have wanted rebuilt, or successfully found a new source of raw material, we should take it upon ourselves to pass on that knowledge, certainly to our immediate car community.



Flexible Pricing

I noticed this some 9 months ago when in need of new 'Lockheed axle' half shaft oil seals. I perhaps foolishly said 'I'd found them to be in short supply' as I spoke to the TR Shop in Chiswick. They confirmed they had stock, but after what I had just said – the price went up to £20 each. Now I don't mind opportunistic pricing, but that was needless,



and I declined to buy. I postponed the task, and then obtained new seals from another supplier at £4.50 each.

Fit for purpose

A similar time ago, I had the experience of not being able to fit a poorly made front side/indicator lamp holder. Supplied by Moss, one bulb holder was correct, the other had parallel lug slots, not ones that are offset as required for the twin filament bulb. This one lamp holder has had to be returned as 'not fit for purpose'. Unfortunately, I've only just discovered this faulty component, and the Returns Section of this supplier currently has a 2+ month back-log, so I await the outcome.

Stock shortages

Another pair of items in that order suffered differently, and here COVID lock down is probably the cause. With my order for a *pair* of door sill Tread Plates, only *one* side was sent with no explanation as to why the other wasn't. One of a pair of anything is not much use to anyone! Returned and a credit given so issue resolved, but I don't have new Tread plates on this car per the original specification.

Mislabeled stock

In another order, just before Christmas, a set of upper and lower front grill reveal mouldings were requested. One of each part numbered item was picked, but inside the plastic bag labelled 'lower reveal' was an upper moulding. Two upper mouldings don't fit anything but the upper section! I've now received the correct part but It's taken two months for the Returned Parts section to respond, and then only with the involvement of a senior manager to internally clarify the issue and get to rectifying my problem. (and unblock their computer system).

Ghost Parts I

Just as I'm thinking 'surely nothing new can happen now' my most recent scenario can only be classified as 'ghost parts'. Not a new phenomenon, ghost parts have lingered in storerooms for centuries in every industry, but this has now happened to me twice in as many months so it's worth including. My (favourite - honest) TR3 parts supplier assured me 4 x Steady Brackets for the front engine mount were showing in stock. The only problem over the next 8 days, was that no one in any of their branches could actually lay their hands on them – they were not to be physically located anywhere! Very frustrating. After 2 weeks, I re-thought the problem and decided on a change of approach. Consulting a

local friend in the MG Car Club, I was tipped off to steel rod stocked by B & Q. Not your usual auto parts supplier, but a stockist of small sectional steel bar. With mask on, I walked in and then out of B & Q (Bedford) with a 2.4 M length of steel angle iron bar, just the right size. After an hour in the garage I had cut & drilled 4 brackets. They may not have the original dimples but sprayed in Hammerite gloss black, they will certainly do the job of stopping the rubber mounting blocks twisting and breaking the vulcanised joints to their steel plates. Need solved, but only for myself, for the present.

Ghost parts II

Three weeks ago, with the thought of coordinating another period of 'grandchildren Bubble-Care duty' in Cheshire with picking up parts from Moss, Stockport, the guys there are always very helpful, but.... Over an 8-day period, our 5 telephone conversations and 2 courier van deliveries into Stockport, there was no sign of a pair of TR3 brake drums. Showing 'in stock' but again, just not to be found! Their last phone call was merely confirmation of my earlier suggestion about my 'ghost stock' theory repeating itself. They agreed, which is sad, but not the end of my world. I phoned Rimmer Bros, Lincoln and collected drums & brake hoses on our way home. The brakes hoses are fitted, and the new drums will definitely be better balanced than my existing drums.

In conclusion, let us spare a thought for our suppliers. Perhaps my experiences are issues to chalk down to Covid – or 'the new computer', or misfortune. We ARE relatively lucky. For Triumph TR models, we have become very used to benefitting from a competitive market of suppliers. Companies who (usually) carry real stock, do have fit-for-purpose quality control systems, and are happy to listen to customers and go out of their way to serve our needs. But - could my recent experiences over the last 12 months be an indicator of tougher times ahead with regard to parts and services for our classic cars?

Tony Bannard-Smith

March 2021

Tony.





Sorry Tonytechnical issue prevented me from adding these photos to the previous 2 pages. Ed.

Restoration of 1955 TR2 PKV373 to FIA International race specification

It has been some months since our introduction to TRunnion and just over the year since our purchase of **PKV 373**. Chris has kindly asked for a progress update and although it may appear and feel slow, on reflection and in writing this piece, I think we have achieved quite a lot.

Some may recall the story in "Classic Car Weekly" back in September 2017 when FIA eligibility scrutineer, Jim Lowry, announced he was selling the car. She had laid dormant for many years in both his and previous collections.

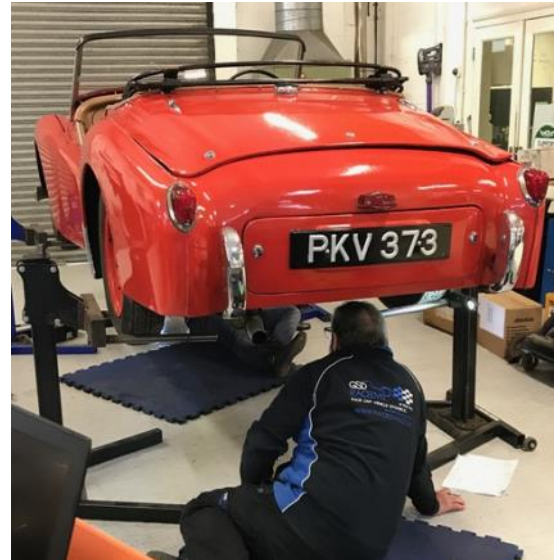
TR2 PKV373 was one of four cars road registered by Triumph on 11 February 1955the four cars being consecutively numbered PKV 373, 374, 375 & 376. 374/5 & 6 of course destined to be the three TR2's that would compete as the Triumph works team in the 1955 LeMans 24hrs. The story is well documented but PKV 373 was to be the development car and ran all the variations and combinations of brake systems, engine, gearbox and final drive that came together as one to form the race car final specification. She ran steel disc wheels rather than wires ...they say to hide the various disc brake combinations on test from journalists praying eye's. As a tribute, we will follow the disc wheel, four stud theme and her original signal red colour.

Jim sat on the car for some time, in no hurry or desperation to drop his price, he knew what he had. I have a hankering to compete at Classic LeMans before I hang up my race boots ...and with the organisers becoming more and more strict on entries having LeMans provenance, a deal was struck in January 2020. An Alfa Romeo, our familiar marque (with genuine LeMans provenance) would be way beyond our budget.

As part of the purchase arrangement, Jim will oversee the completion of the FIA required HTP (historical Technical Papers), the 'homologation'. As he points out, although designated 'prototypes' within the LeMans rules, the cars were close to standard and the FIA will take a very close look at the finished specification before approval. If they didn't have it in 1955, we can't have it now!

Once at Raceworks Motorsport Ltd at Steeple Morden the first job, as always, was a full chassis and suspension dynamics report by Nigel Reese at GSD Racedyn. Nigel measures the car in great detail and designs a suspension and geometry arrangement around the confines of the HTP restrictions to modifications, rim and tyre specifications (Dunlop 'L' section race rubber for this period) and our minimum allowable weight (835kg). We are given spring, damper, anti roll bar actuation and motion ratio's. With accurate engine performance figures he can predict lap times, given an experienced driver in the seat. This has always proved very successful in the past and saves the guessing.

As mentioned in the previous piece, we do have the race engine, which was built by MASS at Great Gransden. MASS have done a great job considering our homologation restrictions of standard bore, semi low port (LeMans) head, 1.75" H6 SU carburettor's and the original cast iron exhaust manifold with single pipe extract. The exhaust proved a great restriction to power during dynamometer



runs. With a camshaft grind to suit the exhaust restriction, we think we have as good as we can get, for now anyway ...

Given that this is an important historical car, it is very important to us that we retain as much of the original as possible ...and certainly that it looks as original as possible ...but at the same time it has to be complete, we just can't help ourselves ..

The body and chassis has recently returned from Andy Robinson's, fine purveyor's of race car roll cages. Andy has done a great job utilising a single driver hoop system tied through to the chassis, more attractive in our opinion, with separate additional hoop for a passenger should we wish to do an International historic rally or two. We have gone for a period 'look' Tillett race seat/seats which will be sympathetically covered in the correct colour tan leather to hide their modern structure, a race requirement unfortunately.

Now resplendent in her aluminium boot, bonnet, door skins, spare wheel cover and dash (only the race cars were built with aluminium panels) by North Devon Metalcraft, we have started to 'dry build' before eventually stripping for painting, the ultimate completion build.

From the options we have of the original race car brake mix, we have gone for the Girling front disc brake arrangement and 10" rear Alfin drums. The race gearbox and axle are on order.

Given the weight potential movement of the Lucas SLR700 spot lamps, we have strengthened the underside of the nose and added reverse dimples for the base of the lamps to sit in and to straighten the lamps vertically.

The radiator.... Yes, it weighs a ton. The homologation dictates that we cannot use anything other than the original brass arrangement and wow, is it heavy! So no usual route of aluminium race radiator for us, not in this case. 'Arron Radiator's', who specialise in vintage brass, have rebuilt the original inserting four rows rather than the usual three. This should help greatly with cooling.

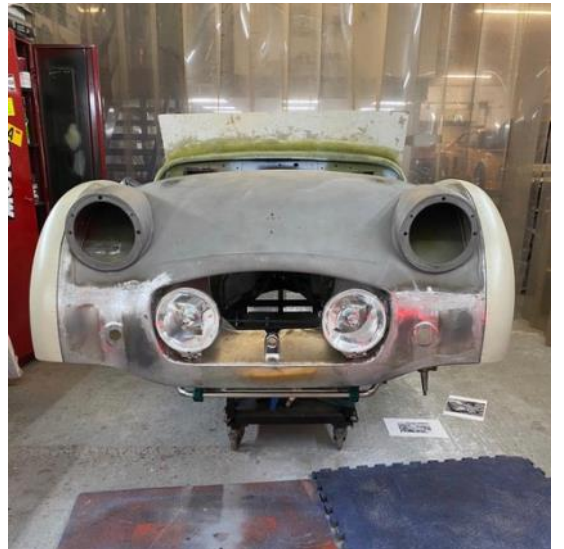
Next on the list is the LeMans aero screen and rear view mirror nacelle. From what we can see all other replica's, including even the rebuild of PKV374, have used an off-the-shelf flat glass and aluminium screen, rather than a rebuild of the real thing. From the vague black and white images of the race cars, we can see that the screen was vacuum formed, so we have enlisted the help of 'White Ellerton', those of the replacement Spitfire bubble canopies, etc., to produce, as best we can, an exact replica screen. Luckily they are based in Park Street, St.Albans.

In these times of Covid and limited mixing, we have taken a fibreglass mould of the scuttle area in order to give White Ellerton the correct body profile to work to. At present the moulding is with 'The Bristol Workshop' who are kindly replicating the mirror nacelle in aluminium.

With the cancellation of this years Classic LeMans the pressure is off and we have re-adjusted our plans to kick off with the 'Motor Racing Legends' Woodcote trophy race series for '50's sports cars, towards the Autumn. We are already running with MRL in their Heritage Touring Cup in our ex-works 1979 Grp.2 AlfaSud Sprint Veloce, first race the Donington Historic on 1st & 2nd May.

Geoff Gordon

Geoff.





Thanks Geofffor your update on both cars . Ed.



Cambridge Classic Car Run 18 April 2021

With a massively Covid compliant programme, the above run was allowed to go ahead. The "new normal" means ensuring masks/gloves/your own pen/ hand gel now need to be part of a day out ... plus providing Track and Trace informationbut the joy of attending an event makes this all insignificant.

The start venue was Duxford Airfield and, thank goodness, the weather was great ...as everything was done outside with no cover. Signing-On for 80 cars completed and after consuming the traditional bacon butty and coffee, it was time to go. Although we were registered as car 4, we ended up being the first away.

We knew we needed excellent bladder control as there were to be no stops on this 107 mile round trip.

The route was loosely based on a tour of 10 WW2 Airbases – Duxford, West Wrating, Newmarket, Bottisham, Waterbeach, Oakington, Bourn, Henlow, Steeple Morden and Nuthampstead.

Traffic was fairly light and most cyclists were coming towards us. We only had one horse to overtake and no tractors to negotiate. The round trip was completed in 3 hours with excellent roads and views across the rolling countryside.

IWM Duxford were not permitted to allow us back on the site, so we had to drive into the public car park to report our completion of the event and disperse. *(Eds note: as we were first back and saw no other entrant on route, I asked the organiser how long was it before the 2nd car arrived at the finish and he said about 20 minutes)*



The partial refund we were offered for not visiting the Museum, we gave to St. Nicholas Hospice Care, the event's chosen charity.

This wasn't the usual chat and banter event at the start, midway point and finish that are normally a part of these eventsbut in these strange times we were just pleased to take part. Our two May HRCR events (Bluebell Run and Hills & Valley Tour) have already had to be cancelledso fingers crossed that our Black Mountains Tour can still go ahead in July.

Pat Glasbey

Pat.



DRIVE your TR on Sunday !

25 April 2021

Take the photo !



YOUR TR may be in next years LVG Calendar ?