



The

TRunnion

Communicating with Lea Valley Group and the world

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202112 DECEMBER



Editorial ...

Having just replaced the front tyres on Pat's Golf, I took another look at the rear tyres which are still at the 4mm markso, plenty of life I thought. I then noticed a cut and examined more thoroughly. Both rear tyres have cuts and cracks (after 3.75 years) caused by parking on the drive in full summer sunshine. I can't imagine putting covers over the wheels whilst on the driveway but perhaps the new tyres can be sprayed with a UV repellent during the hot summer ? Email your thoughts please !

With thanks to our regular contributors, as Julian completes his final chapter of the TR6 engine rebuild and we hope to hear from him next year with photos of TR6 driving in France.

PLAN B oris ...sees us all wearing masks again in public places. Some of us never stopped when it was just an option. It certainly made me feel a minority person. The Barn at The Cock will be warmer for our pre-Christmas gathering but we are assured that there will be enough airflow to meet the advice of letting fresh air circulate. Family visiting the Glasbey house over Christmas may have to keep their coats on ,with plenty of open windows.

Shine & Show this year was the very best in my view and congrats again to the organising team. A hard act to follow for 2022.

Given the strange times we are still in , although much Jab improved, many of us have been out in our TRs much more. I think in 2020 I clocked about 500 miles only whereas the TR3A this year has manged 3,000 miles.

Seasons Greetings and hope to hear from you in the New Year.

Chris.



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**DEADLINE DATE for articles
& photos for next issue is
FRIDAY 7 JANUARY**

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

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

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

E: chris.trunnioned@btinternet.com

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



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

WEB SITES**TR Register** : www.tr-register.co.uk**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 ?

Whats ON ...Now and into 2022

Most people's thoughts are directed towards Christmas at the moment and the weather is not ideal for getting the TR out. Talking of Christmas, it is the LVG "unofficial Christmas Dinner" on the 19th of December. The arrival time for the dinner is 12:30 which is a little later than our normal time of noon. If you would like to attend just for a natter and a noggin please come along and join the fun. All places for the dinner are now sold out.

The New Year starts with the Classics on the Village Green at Barrington, Cambs. This is an unofficial event that has seemingly no organising committee but classic cars just turn up and park on the village green, get a drink and perhaps a bite to eat at the Royal Oak pub opposite the green. A very wide variety of cars are to be found which makes for an interesting display. No entry fee, no official start or finish time, just a good way to start the year and blow the cobwebs away from the night before. Cars usually start arriving from noon onwards. If you would like to join in with a group arrival, just let Phil or Mike know via the usual channels.

Our first major event of the year is the Annual Members Meeting followed by the Kick Off Lunch on the 16th January held at the Mount Pleasant Golf Club in Lower Stondon. Coming in your TR is optional but if you do, there will be reserved parking at the front of the clubhouse. The AMM will start at 12 noon and usually take about threequarters of an hour. There will be a report on the Group's activities over the past year, the Treasurer's report, election of committee members and the annual awarding of trophies plus an outline of proposed activities for the coming year. You will have an opportunity to have your voice heard on how you think the group are doing and any suggestions or complaints you might have. Light refreshments, tea, coffee and biscuits, will be provided free of charge.

Following the AMM there will be the Kick Off Lunch, our traditional way to kick off the Group's activities. A three-course meal is on offer, subsidised for members and one guest, details of which and a booking form, will be emailed very soon. Afterwards there will be a quiz and raffle with a star prize. An event not to be missed, an excellent chance to meet up with old friends and make new ones.



If you would like any further information on any of the above events, please get in touch with us via: trr.lvg@gmail.com or the LVG WhatsApp

Events for 2021 -2022 Covid restrictions permitting

21st August Flitwick Lockdown Car, Bus & Motorcycle Show Flitwick

26th-28th August Silverstone Classic

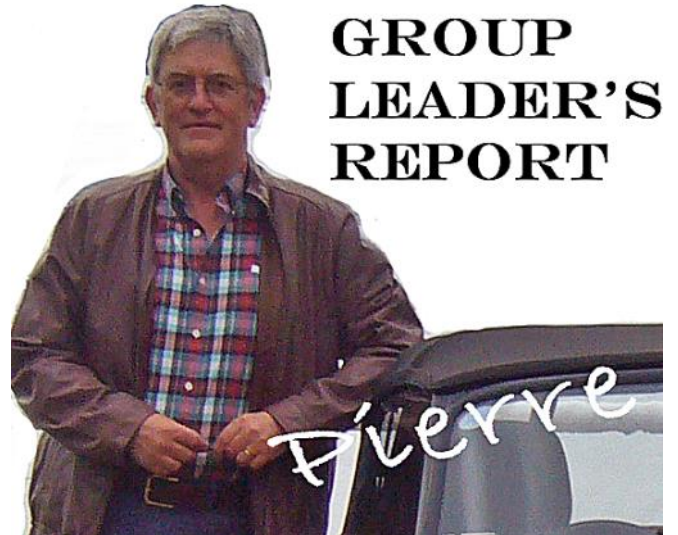
18th September Group Meeting 12:00 onwards The Cock PH, Broom





Sorry, but still not a lot to say about TR driving, although I could tell you a little about Vauxhall Crossland driving- but that would be even more boring. Suffice to say I would not buy one! The Giulia is still awaiting the go ahead by an insurance company before the repairs can be started. I asked for and eventually received a copy of the assessors engineering report that made interesting reading. It appears my concerns about steering and suspension damage were unfounded but confirmed the expected high cost of bumper and wing repair/replacement. What is astronomical expensive though is the quoted price of a headlamp assembly at a shade under £2,300 especially as there was no visible damage, nothing shows on the photograph and I know that it worked as it should.

The sole thing I can mention about my TR is that yesterday, I decided the time was right to raise its roof to reduce the chance of algae growth in the folds. I had tried to raise it for the last meeting at the Cock but didn't manage it. Well, it was a cold morning, the hood is a very snug fit and it had not been raised since the Welsh Wander back in June. First thing yesterday I had the roof up but not secured, and then left it for an hour or so to be warmed by a fan heater. That made it much easier, to secure in



place, especially after a strong, hot coffee. The only downside now is that our seasonal festive passenger can no longer access the space behind the front seats and will not be in either of the front seats for very long.

All LVG members will have received a message from the committee referring to taking the group into its second half century in a cohesive and forward looking fashion and seeking an infusion of energy, new ideas and support from the wider membership. We know that we have an enthusiastic membership and really do need members to come forward. The committee will be changing significantly in 2022 so this is an ideal time to step forward.

I and the whole committee offer our warmest wishes to all LVGers and friends in this festive season, but more importantly, we hope that everyone has a happy and healthy year throughout 2022.



Pierre .

Lea Valley Group



Got yours yet ? ...only £6.00

2022



The Matterings of Mancer

Pete Muncer

At this time of year, it is often customary to look back over the previous 12 months and review the year's happenings – I don't know about you, but I'm quite happy to forget 2021 and look forward to 2022, with hopefully many more TR activities than we managed this year. However, to maintain the practice of using the rear view mirror (and to fill up the space), I thought I would cast my mind back over my 30 years of TR involvement, and pick out some "first-timers".

I first became the owner of a TR (well, a third of it actually) in 1992, when along with Rod Hill and Stuart McRoberts (both former LVG members), we purchased a 1972 TR6, registration no. LLU 15K (so known as "Lulu"). The car was bought from an emporium somewhere near Kings Cross as I recall - someone other than me drove the car back to Welwyn, so my first drive would have been a local blast around the lanes. We all joined the TR Register, and based upon our post codes, were allocated to North London Group. Our first event with the car was to attend the Knebworth show, and as we arrived we spotted some other TR's lined up, so naturally we parked with them – a gentleman of a somewhat military bearing approached us, and after a few minutes chat, informed us that we were now part of his group – so that was our first introduction to Eddie Holden and the Lea Valley Group.

Our first tour with car was the 1993 Haynes/RAC 2-Day Tour, which started from Longleat House, with an overnight halt in Exeter, and finished at Castle Combe circuit – Stuart and I were in the TR, Rod was driving our "support car". I don't recall much of the tour route, but by the time we got to Castle Combe, the throttle was sticking and the car was running on five cylinders (see pic) – most embarrassing being passed by a Morris Minor down the straight. A few weeks later, we entered the Norwich Union Classic, which started from Knebworth House and finished at Silverstone – and guess what, sticking throttle and five cylinders again - was it a Trabant which overtook us? My last outing in the car was the 1993 Devon Classic, which started at Woodbury near Exeter, and after a tour around Dartmoor, finished at Powderham Castle – thankfully no TR problems on this event. The first-timer was my wife Sue, starting her first tour in her Morris Minor Traveller (see pic) - obviously she had decided that doing her own driving was a better idea than sitting alongside me.

By this time I was hooked on the TR experience, and decided that I needed my own car. Not having been impressed with Lucas fuel injection on the 6, I felt that good old fashioned carbs were the way to go, and in September 1993 I bought my 4A from a chap near Southminster over in the far reaches of Essex. He had spent four years stripping the car down to the bare chassis and rebuilding it again, including a respray to what I was told some years later was Napier Green (you won't find that in the TR catalogue). The car had done just 20 miles between MOT's when I bought it – clearly he preferred getting his hands dirty to driving



the car. So my first drive in the car was from Southminster back to Welwyn - I soon found out, trying to keep up with Stuart in the 6, that my 4A was still fitted with knackered shockers. Over the next few months the shockers and springs were upgraded and a few other teething problems sorted, with help from various folks, including Eddie Holden, who lent me a set of rear shockers before I decided to have telescopics fitted.

My first tour in the 4A was the 1994 Haynes/RAC 2-Day, which started in Great Malvern (see pic) and finished at Castle Combe once more. I must have been guilty of pressing on a bit too enthusiastically around the circuit, as on the way home back up the A303, I had to stop to tighten up the near side rear wheel. Our next trip was the Triumph Continental tour, so a first "sur le Continent", and also our first tour with an LVG contingent. Arriving at South Mimms Services prior to the convoy run down to Dover, Eddie Holden informed me that I was Convoy Leader ("Roger, wilco!") - what I had done to deserve this? Fortunately Eddie did not observe my arrival in Boulogne town square, for the formal reception and welcome from the mayor for the tour - a dragging exhaust makes a quite a din across the cobbles - "pardon m'sieur le maire, mon TR est un peut fatigue" - somehow I was at the back of the convoy for the rest of the weekend.

A few years and many tours passed before another first occurred. The 4A was fitted with wire wheels when I bought the car, and by now they were showing signs of worn splines etc. (too many laps around Castle Combe). So for the 1997 RAC 2-Day Tour, the car arrived at the Thruxton start with a shiny new set of Minilites and brand new Vredestein tyres - a few laps around the Thruxton circuit commenced the scrubbing-in process, and a few more laps at the finish (guess where) completed the job. Later that year we did the Haynes Falling Leaves event, which was the first tour allowed up the Goodwood hill climb used for the Festival of Speed - to this day Sue claims that, three up in the Minor Traveller, she was baulked on her run up the hill by an AC Cobra.

Another few years passed before our first Carpenters Arms Classic Car Club event, the 2002 Tibbles Tour. At the time John Tibble was the landlord of the Carpenters Arms in Harpenden, so inevitably the tour had been named for him. Actually the first time we came across John, he was extricating his Jaguar Mk.2 from a grassy ditch somewhere in deepest Devon on a previous RAC 2-Day event - you can meet folks in the strangest places (a bit like waste sites - see last month's Mutterings).

A few years later again, in 2007, another first came when I started planning the routes for CACCC tours - and I'm still at it. Incidentally the 2022 Springing Up Tour will be our 50th tour with the club.

Talking of 50th anniversaries, in the last issue of TRunnion, our Group Leader reminded us that LVG itself will be 50 years old in January 2023, and the committee will be looking for ideas to celebrate the occasion suitably. Of course, January is not the best time of year for TR activities in the open air, but maybe the 2023 Kick Off Lunch should be renamed 50 Not Out Lunch. Later in the year, perhaps the obvious way to celebrate is to have a tour with 50 TR's participating, finishing back at The Cock - hang on a minute, have I just talked myself into planning a route? - some people never learn.

Anyway, route planning activities continue in the meantime for 2022 tours, with a route for the CACCC Tibbles Tour (Sunday June 26th) now drawn up. Actually



I have to confess to cheating a bit here, as parts of the route were intended of the Falling Down Tour in October – however the day of the tour coincided with some very inclement weather and the fuel shortages, so most entrants had to drive straight home from Suffolk. Anyway it seemed a pity to waste the entire route.

On the F1 front, a sad piece of news recently was the passing of Sir Frank Williams. In the 1980's and 1990's, Williams were one of the leading teams, winning 7 drivers' championships and 9 constructors' titles, although in recent years they have struggled – hopefully under the new ownership the team will get back to the front of the grid. At the time of writing, there is just one race to go before we know the outcome of the 2021 championship, with Verstappen and Hamilton level on points after an incident-packed race in Saudi Arabia. In the past, championships have been won with just a single victory in the season – Mike Hawthorn in 1958, Keke Rosberg in 1982 – but they were still worthy champions. No points scoring system is perfect, but it just seems a pity that Stirling Moss never was champion, especially in 1958 when he won more races than anyone else.

Finally this month, a "For Sale" advert in Classic & Sports Car mag. for a TR5 – now I know that TR5's are the rarest of all TR's (apart from the TR8 I suppose), and are considered by many to be the most desirable – but even so, **£94,500?** – and I thought TR's were an affordable British classic sports car.

Anyway, time now to wish the Mutterings Multitude (?) the condiments of the season - a Muddy Crimble and a Hippy Nude Year. See you at the AGM / Kick Off Lunch.

Pete.

Sir Frank Williams remembered



TR Register
LEA VALLEY GROUP

2022 LVG CALENDAR

£6 A COPY
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Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
27/31						2
New Year's Day (substitute day) 3	4					8
10	11				15	16
17	18				22	23
24	25				29	30

TR7

Best LVG calendar
....and great value



We welcomed John & Luke Searle to our November meetingalong with a very smart looking TR4A. Great to see a dark blue TR amongst the sea of red TRs in LVG land. Just as many TRs are going into hibernation, we hope to see this TR joining us on one or two "drive outs" in the new year.



Get dirtyit's the best time to go Rallying !



Roger Clark and Tony Mason on the Lombard RAC Rally 1975....

He won the event in 1972 with a Mk1 version of the Escort RS

The second win for this duo came in 1976

Same event but a little further down the field. The navigator of this Avenger was yet to become more renowned.

He was and still is the LVG member we call Pete Muncer.



Rally of the Tests 2021photo: Will Broadhead *(with permission and thanks to HERO ERA)*



Le Jog 20214-7 December.

If you wish, you can find the story elsewhereI just wanted this photo of a TR4A leaving Lands End on last years event. With thanks again to HERO ERA ...





HERO ERA ...LeJog 2021





With thanks to HERO ERA for these images from Le Jog 2021



WHITEWEBBS MUSEUM Howard Pryor

For all of you Sir Stirling Moss fans, the Whitewebbs Museum of Transport in Enfield have just been loaned two cars that Stirling raced in period with success.

They have the Connaught ARSL and the Cooper T51 until the end of February.

The museum is open on Tuesdays from 10.00am—4.00pm

The whole place is worth a day visit, having a lunch stop half way round.

Howard.

It's an engineering triumph





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 12

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.

This is the last episode in this series following my engine rebuild. The engine is now restored and on it's way home. In this edition I will cover the reinstallation and the new set up.

I hope you have enjoyed this series. Obviously there is a lot I could not include for space reasons, and also owing to the fact that as things went quite well, I did not have to do a lot of work that might otherwise have been required.

Anyway, I start with the transport of the engine back home to France.



Safely back in the cradle, I got the engine ready for transportation back home. Holes were filled with lint free cloth and taped up, and the engine was securely fitted into a trailer.

I said my goodbyes to all those at Racetorations who had become my friends for a week or two. There was no ribbing at the amateur, just warm welcome and encouragement. For this, I thank all of them for making me feel so at home. My special thanks go Darryl for allowing me this chance, and to Engine Dan for keeping me on the straight and narrow.

Once back home, I fitted various ancillaries such as alternator, belt, distributor, plugs, leads etc. for no other reason than I could.



I decided to refit the engine separately from the gearbox this time. Despite my engine crane having a two ton rating, it just didn't feel right lifting all that weight over the bodywork! Plus, some of you may recall that I have had the gearbox in and out quite a few times whilst still in the UK, so was by now a dab-hand at it. Even without the gearbox, this is not a light lump and I had to take great care to position it without damaging anything. It also meant of course that even once the engine was on its mounts, I still had to support the rear end of it as this is normally supported by the gearbox. All however was fine and it went back in without too many complaints.



With the engine in place, I put a jack underneath to support the rear and disconnected the lifting straps from the engine crane. It was at this point I noticed that the new composite gasket was an American spec gasket. Whilst very similar to the UK spec, the holes do not align and therefore it had to be exchanged. I don't think it would have even been possible to fit it, despite it fitting on the studs, but as the head had been "flowed" somewhat, it would not make sense to have that flow blocked by the wrong gasket, even if I was eager to get the car back on the road.



This picture shows the beautiful, new, flowed, sports exhaust manifold, which I taped up with heat insulating tape. The exhaust itself is designed to get air out of the engine as quickly and easily as possible, but taping it, whilst hiding the beauty of the stainless steel has two benefits: 1) it insulates the heat of the exhaust from the rest of the engine (and given I had switched to carbs, this I thought was a good thing), and 2) it keeps the air hot so that it flows out more easily. The tape itself is not easy to handle and a mask must be worn to avoid inhaling "stuff". Little did I know then that I would become so used to wearing a mask in the not too distant future.



This picture shows just a little of the light work I did in the engine bay whilst the engine was out.

Nothing like a full restoration here but just maintenance until such time as the body can be taken off and the remainder of the car done. I completely restored the steering rack, fitted alloy mounts, painted the inner front valance / tray (green Hammerite! Perfect paint match and made for the job). I also fitted new rubber boots, painted the steering column and generally made good the whole area.



All other parts were then fitted and I got to the point where I could start the engine. Having run it in Racetorations, I knew better what to expect this time in terms of setting initial timing etc. Despite Darryl's hosepipe tuning technique, I also put to good use my carb fairlow meter, and soon had the engine running. Having researched how to set up idle and balance carbs on the internet, all I had to do now was follow those instructions. Easier said than done however and I'm glad I had that flow meter as it told me that four of the pots were pulling 3 Kg/h whilst the other two were pulling 10 Kg/h plus, and I could not adjust them to reasonable levels. A fairly long investigation ensued ...



Long story short, this turned out to be the inlet manifold fouling against the exhaust manifold such that it did not tighten up against the head, thereby creating a major air leak. To cure it, I had to remove the carbs, and very carefully grind away the offending areas of the manifolds so that the two units fitted snug to the head alongside each other. One other issue I had was a quite disconcerting knocking noise; heavy metal on heavy metal. This turned out to be the new exhaust banging against a piece of the body. Once again, off came the carbs and also the exhaust this time for a bit more grinding practice.



Using Darryl's tuning technique, and the airflow meter, I eventually got the car running and have not even bothered to take it anywhere to get it done properly, as the car now goes like stink! The combination of the fast-road cam, new pistons, lightweight flywheel, sports exhaust, electronic ignition, and various other bits and bobs, results in a car noticeably more lively than before, and one that surprises many other drivers (and passengers) when it takes off from the lights!

The end result? Well, I think I have a great engine now, good enough for many years to come, but matched with some very special memories I think even my Grandad would be proud of.

Job done.

Are you thinking of rebuilding your own engine? My advice? If you think you can't, you probably can!
You only live once; go for it!

Thank you for listening. "You have been watching ..." Following in his Grandad's Footsteps.

Richard Logan sent this copy of an article from "Classic Car Mart" regarding proposed speed limiters and data recorders

NEW THREAT FOR MODIFIED CLASSICS?

Enthusiasts have expressed concerns over a new Department for Transport consultation on modernising vehicle standards. The government wants the power to go beyond the existing Road Traffic Act 1988 in favour of a framework that better suits ever-advancing new vehicles, but there are fears that proposed new laws on 'tampering' will have consequences when it comes to altering vehicle systems and components on older cars.

On the face of it, the aim appears to be to tighten emissions and allow a structured framework for autonomous vehicle testing, as well as preventing modification of factory speed limiters and data loggers, which are required on new vehicles by May 2024. However, the wording of the section on tampering is vague and has led to worries that it could prevent changing a standard component on an existing car, hence stopping tweaks or modifications.

The consultation says the DfT will "create new offences for tampering with a system, part or component of a vehicle intended or adapted to be used on a road," as well as making it an offence to advertise services or products that facilitate such tampering.

The wording in the consultation defines system, part or component as "software and/or hardware that impacts on the environment, road safety or security" and that this "would include examples such as those which assist or fulfil the driving task, control power, speed or emissions, protects road users or protects the vehicle from tampering."

Depending on your interpretation, it could be argued that most of the components on a car fall under that definition, or only a select few.

The concern is that the UK could end up with tighter laws more akin to some of



Could new proposals make it tricky to perform even mild modifications?

our Continental counterparts, which have much stricter regulations when it comes to car modification. In Germany for instance, aftermarket parts must be certified to remain legal.

The consultation will end on November 22, with enthusiasts urged to respond. To have your say, head to www.smartsurvey.co.uk/s/ETVHG5 or search for the 'Future of Transport Regulatory Review Consultation'.

Seasons Greetings



*Merry Christmas and a Happy and
Safe New Year to all our readers.
With best wishes from Santa Jon
and all the LVG committee.*