

The TRunnion

TR Register Lea Valley Group

2011 Issue 6 (Nov/Dec)

LEA VALLEY GROUP COMMITTEE 2011

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MEETINGS VENUE

Unless otherwise specified, all Group Lunchtime Meetings are on the first Sunday of the month at The Cock Inn, 23 High Street, Broom, Biggleswade SG18 9NA (Tel: 01767 314 411), commencing 12:00.

(Plenty of parking space behind pub).

N.B. This is a 'lunchtime meeting', not specifically a 'lunch meeting' – food is optional and you don't need to book.

WEB SITES

TR Register: www.tr-register.co.uk

TR Forum: www.tr-register.co.uk/forums

Lea Valley Group:

www.groups.tr-register.co.uk/lea-valley

N.B. This new LVG site supersedes the old 'BrmmBrmm' site – please update in your browser Favourites list.

2011 EVENTS CALENDAR (subject to change)

Events with an 'official' Lea Valley Group presence are shown in **bold type**.

Please let me know of any other events that may be of interest to members and I will include them, plus any others I hear or read about as well as 'official' LVG events.

Dec. 4: Group Lunchtime Meeting/AGM

2012: Your suggestions wanted NOW – old favourites, new events, new places.

Jan. 8: Group Lunchtime Meeting

Feb. 5: Group Lunchtime Meeting

Mar. 4: Group Lunchtime Meeting

Apr. 1: Group Lunchtime Meeting
[Is this wise (or foolish)?!]

May 6: Group Lunchtime Meeting

May 20: STMD, Prescott

Jun 3: Group Lunchtime Meeting

A full calendar will be published in the New Year, so now really is the time to let us know what events you want.

April 22: MK Classic Tour

I have just received advance notice of this event, which is on Drive It Day. It is a similar format to last year, which a number of LVG members enjoyed, starting at Frost's Garden Centre – Woburn Sands.

Using a different route, but by popular request, the tour will again visit the Alpine Circuit at Millbrook, The Porsche Driving Experience at the finish and after a two year break, will return to Prodrive for coffee and to see their famous display of competition cars, including the new WRC Mini.

Note that entries are restricted to 200, so apply early (we have!). Details and entry forms from: mkclassictour@aol.com

EDITORIAL

After a very full year of TR events the pace is now beginning to slow down, at least for those of us who are able and willing to drive our TRs as much as possible. For those involved or about to embark on major maintenance or full rebuilds, I guess the winter will be as busy as ever. Although Lynda and I missed the Kop Hillclimb, I gather it was every bit as good as anticipated and an excellent spectator venue. At least one LVG member was in action, as Graham Wade took his 1952 Ariel 500cc Red Hunter up the hill and will undoubtedly repeat the experience next year. Maybe in the TR2 next time Graham, and hopefully accompanied by a few other local groupies?

I just hope the date doesn't clash with the 'Falling Down Tour' again. Lynda and I entered this for the first time and were made extremely welcome by all CACCC members. In fact we found the whole atmosphere very similar to the Sporting Bears tours that we regularly enjoy. Although not a TR-specific event, there was a strong presence of current and ex-LVG members, along with a very wide range of other classics and I would thoroughly recommend events like this to some of the group's newcomers who have expressed an interest in touring and convoy runs.

I hope everyone else has made as much of the Indian Summer as we have, with several longish excursions in beautiful Autumn scenery, although we saw very few other TRs in our travels. After missing a couple of monthly meetings due to other TR activities, we were pleased to see so many at the October meeting, with eight TRs and an E-Type in the car park and 20-plus members enjoying an al fresco lunch.

Although advertised in the previous TRunnion, Lynda and I were the only TR owners at the Nostalgia Forum Motor Sport Film Show with special guest Stuart Turner. We were proud to display our TR3A as part of a special line-up of significant models used by Stuart during his competition career and fortunately the weather was excellent, so another topless day.

I guess the weather will eventually break and we will be glad of the cosy charm of The Cock. Don't forget the AGM is currently

scheduled for Sunday 4th December and will follow the usual format – short and sweet but with plenty of informal discussion before, during and after, so new members have nothing to fear! A buffet lunch will be provided as last year, so make sure you arrive reasonably early before the vultures descend on it.



BrianC

LVG AGM

Sunday 4th December 2011

I know those last three letters cause most people's eyes to glaze over or look toward the calendar to find something more pressing to attend to on the day. Just like buses, AGMs seem to come along in pairs these days and this year the LVG event follows hot in the wheel-tracks of the main TR Register AGM – just a week later. Unfortunately I cannot attend the main event, but I have done so many times since joining in 1972. However, I think the group AGM is probably more relevant to the majority of members as it provides an ideal opportunity for everyone to change and improve the group. From personal experience, you are more likely to influence direction within the group than within the TR Register.

In January 2013, the Lea Valley Group will be 40 years old, although it really doesn't seem that long since that first meeting at the Station Inn, Knebworth. In those 40 years the group has been through many changes and must continue to do so in order to attract and keep newer (and dare I say 'younger' members).

Events and activities are only worth arranging if they meet the needs and interests of a reasonable number of members.

If you are one of the more recent members in the area to join the TR Register, please try to come and let us know what you want from your local group. If you cannot make it on the day, then please email me with your comments, suggestions and especially any events or locations you think would be suitable for inclusion in next year's calendar.

All such emails will be treated as confidential!

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News, Rumours & Gossip

Well, TRunnion is supposed to be a newsletter, so here's where members can let everyone know what they have been up to or are planning to do with (or without!) their TRs.

~*~*~

From David Ball:

I am an owner of a Triumph. It's a 1956 TR3 I have had for about 5 or 6 years and it is almost ready for its MOT.

I live in Bletchley Bucks. I will try to get to one of your meetings.

I have enclosed a picture of my TR



That looks good David - especially without the bumper. My first TR3A was bumperless, but the current one came with one on and we decided to keep it.

We have several members from over your way - Paul Richardson (Events co-ordinator) lives in MK and attends most monthly meetings with Dave Randall who is in Kempston. Don't worry if your TR is off the road - all are welcome with or without car.

~*~*~

I noticed in a recent TRaction report by TR2-3B registrar Mike Ellis that Graham Wade had recently joined the TRR so I emailed Graham to congratulate him on going 'legit'. He replied that he hadn't joined, so I thought it might have been a case of identity theft. However, on checking the commission number I realised that the Graham Wade in Mike's report has a TR3A!

Nevertheless, 'our' (LVG) Graham has now joined and we hope to see him and his TR2 on a regular basis. I wonder where the other GW lives?

~*~*~

For once, I managed to get out into the car park at the October meeting before everyone left and took these low-quality photos of the cars (including the aforementioned TR2) with my mobile phone.



Not a bad turnout for October was it?

~*~*~

As mentioned in Lynda's article below, we had a great couple of days on the CACCC Falling Down Tour, very much like a Sporting Bears' tour and just the sort of event many more of you might enjoy. We met up with a number of lapsed and exiled LVG members - Denis and Janet Long (TR6), Mike and Brenda Mercer-

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Deadman (not in the usual TR3A, but in a newly-acquired TR4), John and Jo Tibbles (TR4A) plus Pete and Sue Muncer (TR4A), together with ourselves made up one-third of the entrants.

The other cars were all rather nice as well and everyone made us very welcome on our first CACCC event. We didn't get too lost anywhere, although finding the Carpenters Arms car park was a real challenge! Wish we had a local pub like it in Stotfold.

Icing on the cake was the drive home through the lanes from Harpenden – the first serious night driving I've done in the car since the rebuild and it reminded me how I used to go out for a similar night-time thrash when I first started TR'ing (Upgraded Xenon bulbs now purchased ready for fitting to the Quadoptics).

Special thanks to Pete for the route which was just our favourite type of motoring - scenic, reasonably traffic-free and lots of B-roads. We have already put our names down for the Springing Up Tour!

~ ~ ~

Whilst writing the above, I decided to contact Mike Mercer-Deadman to confirm details of his new motor, my over-riding memory of the car being the 'ginormous' wheel and tyre combination which more than fill the arches (nice wheels though).

Mike replied:

I haven't taken many pictures yet, but I do have one from when I bought it – attached. I took the spots off before the Falling Down though.



As for the wheels – I am working on that! Phase 1 was to get rid of the spacers – done, after some repositioning of the brake hoses and fettling the upper suspension arms. The next step is to switch to narrower tyres, BUT I plan to stay with 5.5J wheels and 185 tyres, probably 65 section as they are easy to get at sensible prices!

~ ~ ~

It was good to see another new face, Mark Tempest, at the November meeting, especially with a black TR4/Surrey. It reminded me so much of Lynda's much missed (by me at least) TR4A which she sold last year. At least it has gone to a good home and we have seen it recently. Never mind, I originally wanted to get her a TR4 but we couldn't find one at the time. Pity we didn't see one like Mark's.



~ ~ ~

Reminder to new members: All this year's TRunnions are available on the website. We hope to see you all at the December AGM. New ideas and suggestions for events are always welcome, especially from *newer and younger members!*

Lea Valley Group Website

As mentioned elsewhere, the new TR Register supported LVG website is www.groups.tr-register.co.uk/lea-valley and is the first place to check for any additional events or final details.

*I am relying on **everyone** to provide input for both TRunnion and the website, especially photographs for the gallery.*

**The only TR6 at
Knebworth this year!!**

I am constantly asking for photos for TRunnion and the website and I was pleasantly surprised to receive these out of the blue from Julian Hensman. They were taken by Magda and I particularly like the monochrome ones. I hope this will encourage more of you to send in photos, but I don't expect them all to be of such a very high artistic standard.



Many thanks for these Magda.

Note that photos for TRunnion or the website do not need to be high resolution – many that I use are either from mobile phones or cropped and reduced in file-size to fit. I can also scan and return original prints.

Falling Down, Galloping along and a bit of a steam-up!

Saturday 24 Sept, saw us set off bright and early in glorious warm sunshine across-country via the leafy lanes of Hertfordshire, Essex and Suffolk to our rendezvous for the Carpenters' Arms Car Club "Falling Down" tour in Claydon just North of Ipswich. We had booked in at our hotel by Noon and as we were not supposed to meet up with our fellow tour members until late afternoon, we headed off for Orford Ness.

Orford Ness is well worth a visit if you are in the area – open vistas, the sea in the far distance and of course those "secret" Cold War Comms buildings across the water. The Castle may be worth a visit too if you like that sort of thing but we just walked around it and admired the view!

We met up with our fellow tour members early evening and headed for a local hostelry in Claydon for pre dinner drinks and then back to the hotel for dinner.

Following breakfast next morning we set off on the day long tour. We all stopped at our first port of call for the day, the 100th Bomb Group Memorial Museum at Thorpe Abbots. The original control tower (now restored) still stands plus some of the airfield buildings. Although the former airfield is now farmland, you can see quite clearly where the runways would have beenall very impressive and well worth a visit if in the area.

Our tour took us via Ickworth House and Bressingham Steam Museum. We felt there wasn't really time to stop and enjoy these to the full so motored on to Long Melford. Brian and I walked down the High Street and decided to spend a leisurely hour or so in "The Bull". Luckily this was the venue for a lunchtime meeting of the Alvis Owners' Club – say no more – what a brilliant display. It was also the venue for a "Posh & Becks" style Christening party – a lot of 20-somethings, the ladies in knicker-skimming posh frocks & killer heels. No evidence of any rellies over 30 so perhaps they were hidden away!

A leisurely drive via some lovely villages took us back to the Carpenters' Arms, Harpenden for a noggin & a natter and so ended a rather

lovely day, the day's rally route having been masterminded by our very own Pete & Sue Muncer.

Tuesday 27th saw us meet up with Chris & Pat Glasbey in their 3A and take to the leafy lanes of Cambridgeshire, Suffolk and Essex. They led the way and took us via the gallops in Newmarket. Unfortunately it was after Noon by this time and we only saw 2 horses and their riders "walking" the gallops. I guess they take the horses out very much earlier in the day. Another brilliant run through some lovely villages (we shall definitely go back to Clare and take a closer look) then back to Pat & Chris's home for a BBQ.

Thursday 29th – up with the lark and heading off to Deeping St James to pick up an order from Glendale Junction, Garden Railway Specialists. We drove up the A1 as far as Alconbury then took the old Roman Road and drove via Holme, Ramsey St Mary's, Whittlesey, Thorney & Crowland. This time we were very lucky, there were no diversions (there usually are!) and it is a splendid drive, big skies, forever vistas, yompy roads and even the odd pillbox or 2!

Having had lunch at The Goat, Froggnall (always super food and good beer), browsed the Antiques Emporium and picked up our order from Glendale, it was back down the A1 via Stamford for a faster, smoother trip home. We didn't think the "old girls" (me and theTR) would appreciate yomping back across the Fens, especially carrying approx 1 cwt of concrete railway buildings it wouldn't have done her suspension any good at all.

As for the steam – well I think that was rising from Brian's head – it was such a warm day. I can honestly say I have never felt so hot in an open topped TR in over 36 years of driving in one.

..... over 600 miles of top down motoring in the TR within five days in glorious warm sunshine through beautiful scenery with some splendid company along the way it doesn't get much better than that and is what she (and we) were made for.

Lynda Chidwick

Nostalgia Forum Motor Sport Film Show

We are really grateful to Eastern Area Co-ordinator Ian Freeman who forwarded an email from Mike Ellis about this event. "The Nostalgia Forum" is a web-based discussion group on all matters relating to motor sport and motoring from the past and holds a series of film shows of archive material, usually with an interesting guest speaker such as Murray Walker, Chris Rea, Doug Nye and numerous stars from various branches of motor sport.

This was the 8th such film show and the guest speaker was Stuart Turner, motoring author, former BMC and Ford Competitions Manager and one-time Standard 10 and TR2/3 rally competitor (he won the first British Rally Championship in 1958 as co-driver to Ron Goldbourn in a TR3A). The event was almost fully-booked when I contacted the organisers and mentioned that we would like to attend in a TR3A. As Stuart Turner was involved with sidescreen TRs in his early rallying days, the organisers wanted some suitable TRs there, along with examples of other cars associated with Stuart's long and varied career. Fortunately we were accepted with open arms, despite pointing out that our car is neither concours nor a competition car and it turned out that ours was the only TR present on the day. In fact the event organiser, Richard Hinton, reassured me that this was to be no concours as Stuart's whole life has been rallying and working cars is what it is all about, as evidenced by this photo of one of the TRs Stuart navigated for.

With Ron Gouldbourn on a driving test in his TR2. Note the tuning – a coat to keep engine temperature up.



[This came from Stuart's book "Twice Lucky" which is still available to purchase new. Unfortunately I was too late to buy a signed copy on the day but it's on my wanted list.]

The venue, Albury Village Hall in East Hertfordshire, was a short drive for us and we were first to arrive. We were parked in a display area in front of the hall and soon joined by examples of many other cars to bring back some memories for Stuart, including Austin A40 Sports, Standard 10, Frogeye Sprite, Austin Healey 3000, Sebring Sprite, MGB GT Sebring, Ex-works Monte Mini Cooper S, Ex-Factory Escort Mk1 World Cup Rally car, Ford RS200. Unsurprisingly, all of these were in extremely fine condition but fortunately I had given our TR3A a rare quick wash the week before, so it didn't look too conspicuous in such illustrious company.



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The film show itself consisted largely of rallying films from the 50s, 60s and 70s and reminded us that it's time we watched some of our own similar DVDs again. Stuart gave two 60-minute talks on the BMC and Ford eras. The first of these was especially interesting to us, as he spoke of his experiences with Standard Triumphs and emphasised that in many events, especially club rallies, to win you first had to pass up to 50 sidescreen TRs – those were the days!



The second session was mostly new to me as I've never been a Ford fan and knew little of the later RS200 Group B saga. However, I was aware of Stuart's involvement in the success of Ford Rally Sport and at one stage in my youth, I seriously contemplated buying an Escort Mexico as successot to my Spitfire. As well as tea, coffee and cakes at the breaks, an excellent lunch was included in the admission price followed by a motor-sport quiz and raffle. Stuart was hugely entertaining and I'm sure enjoyed the day as much as the audience. £400 was raised for the event marshals charity "The Motorsport Safety Fund" which buys rescue equipment and runs training for marshals and is close to Stuart's heart.

In the immortal words of Gromit (or was it Wallace?), this really was "a grand day out".



We enjoyed every aspect, saw some great cars and met some friendly people. I was very impressed with Stuart – I'm sure he could make it in 'stand-up', even at this late stage!

Organisation, communication, refreshments,

etc., were all first class and far better than some professional events I've attended. The venue was great for us and a nice cross-country route (unfortunately into the low sun both ways and quite hairy). We caught up with this Lea-Francis going into Baldock on the way home, so I guess it may be a local car to us.



If you are not already aware of the 'Nostalgia Forum', I suggest you visit the website at <http://forums.autosport.com/index.php?act=SF&s=&f=10>. Anyone can view, but to post you just need follow the free registration process guided from top of the page.

I will post details of forthcoming shows in TRunnion and on our website, but in the meantime, make a note of the next dates: 28th January 2012, 28th April, 20th October.

[All photos printed with permission of Richard Hinton]

GOODWOOD GLAMOUR & ALGARVE ANTICS

I'm afraid these two trips to historic racing festivals didn't involve using my TR4A – we always have a golf match on the Monday after Goodwood, and there just isn't the room in my TR for 2 people, luggage and two sets of golf clubs; and Squeezyjet provides the obvious solution for getting to Southern Portugal in reasonable time.

I did at least arrive at Goodwood on the Saturday alongside TS2 (don't know who was driving it), and there were some other TR's parked up in the exclusive Lavant Straight car park. Each year at Goodwood there is a theme (or several themes), and this year we had the centenary of Ford, the centenary of the birth of Fangio, the 75th anniversary of the first flight of the Spitfire, and 50 years of the Jaguar E-type (the Saturday was also Sir Stirling's 82nd birthday). Ford and Fangio were celebrated by parades of appropriate vehicles, the E-types had their own race on the Saturday, and on Sunday (luckily in between the showers) we had the fabulous sight of 10 Spitfires in formation over the circuit – dare I say that this was the highlight of the weekend?



However the racing was also highly entertaining, with some very close contests. On Saturday, a shower just before the first race left the circuit in a damp and greasy state, so consequently a marvellous exhibition of car control was provided by the drivers of the pre-war single-seaters (ERA's, Maseratis, Alfas, etc) – sideways before Lavant Corner and all the way through. Favourites with the crowds are always the St. Mary's Trophy races for saloon cars, and this year the front row of the grid was made up of a 7-litre Ford Galaxie, a Mini-Cooper, and a BMW 1800 - the Galaxie won on the Saturday, the BMW on Sunday, but the

highlight was the Mini losing out down the straight, but then climbing all over the Galaxie in the corners – great stuff.

The Goodwood Revival usually enjoys good weather, and Sunday started off bright and sunny, but by mid-afternoon, the skies were virtually black, and a torrential downpour hit the circuit. This happened halfway through the 1-hour TT race for GT cars (a grid full of Cobras, Ferraris, Astons, etc., conservatively valued at £100 million), and the demonstration of high-speed wet weather driving that followed was something to see. Two drivers stood out in particular – firstly Swedish driver Kenny Brack in a Shelby Cobra coupe, who was spectacularly fast in very twitchy conditions. Secondly, our own Martin Brundle in Nick Mason's Ferrari 250GTO (which would have had about 300bhp to the Cobra's 400), but who kept Brack honest throughout – no surprise that these guys (and their co-drivers) took the first two places on the podium. Third place was taken by a Maserati 151 co-driven by Derek Hill, son of 1961 World Champion Phil Hill (photo shows Brundle and Hill dicing for second place).



Conditions were so bad at one point that drivers were coming into the pits peering around open doors to be able to see (no demisters in competition cars) – also remember that on crossply tyres not much wider than you have on a TR, these guys were coping with anything up to 400 bhp. Goodwood is real motor racing, no high-speed demonstrations here. If you haven't been to the Revival yet, take out a second mortgage and go for the weekend – it's worth it (if only to see the ladies dressed in 50's and 60's fashions – high heels, stockings, mini-skirts, thigh boots..... no good, it's time for a cold shower).

The Algarve in October was warmer and sunnier than West Sussex (although with the odd shower even there), and while Goodwood is without question the best

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historic race meeting in the world, the Algarve Historic Festival (now in its' third year), has a distinct atmosphere and appeal of its' own. The Portimao circuit was built a few years ago on the site of a former quarry, and consequently you can see about 80% of the circuit from virtually anywhere. The pits & grandstand complex is very impressive (as good as the new Silverstone Wing in my view), spectator entry is cheap (28 euros for the weekend including paddock & pits pass – compare that to Goodwood), and there is a relaxed end-of-season feel to the whole weekend. Inevitably this also means that many cars, after a hard season, don't make it to the Algarve, but there were still over 300 entries to the meeting. In fact, in a couple of races there were 42 starters, enough for anybody, but the race for 1990's Group C cars only had 12, so with the inevitable retirements in a 2-hour race, action was a bit sparse towards the end.

The circuit has a mixture of fast and slow corners, and the last corner (a fast downhill right-hander with a blind apex) saw a potentially nasty incident in the last race of the weekend, for pre-1966 G. P. cars. The first I saw of it was a car upside down sliding across to the outside of the track, then fire broke out, but the driver (Roger Wills, a Kiwi who lives and works in Moscow of all places) was able to extricate himself fairly quickly and was only slightly singed. His car, a 1959 Cooper Climax, was also saved from major damage by the marshals. Just goes to show that, as it says on your ticket, motor racing is dangerous, even in "just for fun" historic racing.

Anyway, a good weekend, only slightly marred by a 3-hour delay at Faro airport on the Monday morning, as very high winds (officially a tornado) had damaged the terminal building roof. Even this had its' compensations, as while standing around waiting for something to happen, I got into conversation with David Piper, a well-known

driver of Ferraris and Porsches in the 60's in long-distance races, plus spotting other famous faces from the past such as Tony Brooks (team mate to Moss in the Vanwall team), Richard Attwood (1970 Le Mans winner), and Howden Ganley (BRM team driver). Even the exalted ones occasionally have to queue like the rest of us.

Finally, just to emphasise the relaxed atmosphere of this meeting, picture the scene in the middle of the 2-hour race for sports & GT cars – driver brings his Aston Project 214 into the pits to handover to his co-driver, jumps out of the car – panic! Where's the co-driver? Only on his knees in the pits proposing to his beloved!! I mean, there is a time and place for everything, but really, surely this is too relaxed an approach to racing. Next thing you know the bridesmaids will be the pit crew!

Finally finally, where were the TR's in the Algarve I hear you ask? I have to report a yellow TR3 as the only competing TR, and I saw only a fairly tatty German TR4 in the public car park, but a very nice 1930's Triumph Gloria roadster in the paddock (piccy attached).



Pete Muncer

*In case you missed my appeal in previous issues of TRunnion to encourage more of you to contribute, I will be pleased to hear from **rebuffers**, **racers**, **rallyists**, **tourists**, **concoors** **specialists** and especially **partners** and **new** or even **prospective** TR owners.*

Members' Stories

This feature is intended to encourage members to introduce themselves by way of TRunnion, so to set an example, I began by including the story of my current TR3A (to be continued).

I know many others have stories to tell, not only of rebuilds or major projects, but how they became ensnared by this strange TR-addiction and how they use their cars – touring, competing, concours, etc.

It would also be really interesting to hear from newer (and, maybe, even younger) members and some of those who do not, or cannot, regularly attend local meetings.

Views of wives, girlfriends and partners would be especially welcome.

TR3A Rebuild - Brian Chidwick

For new readers: I started this article in early 2005 and have decided to complete it for the delectation of Trunnion readers. As was evident from the photos in the previous instalments, the car didn't look in bad shape for an everyday TR. However, we soon received a major shock and after some serious soul-searching, had to bite the bullet and go for the total rebuild!

Having overcome the trauma of escalating cost and timescale, I was now well involved in the project doing as much of the unskilled work as possible.

Part 4 - Reconstruction

In April 2006, we were able to take the stripped external panels and freshly degreased and painted rear axle and other sundry items up to Somersham to see how TRGB had been progressing with the reconstruction.

First, a thing of beauty – our chassis had recently been returned from CTM and powder-coated. The nearside turret had been replaced and the kinked chassis beneath it straightened out, along with



many other repairs including outriggers, spring-hangers and cross-tubes.

Meanwhile, Tim had been extremely busy with metal shears and welding torch. I'll

spare your delicate senses by omitting the detailed surgical photos – impressive though they are. At least the body was gradually starting to look like a TR again, albeit in modular form.



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Despite my hard work stripping the outer panels, some sacrifices had to be made. Neither of the offside wings was economically repairable. Tim did use a repro front wing but it still required a lot of work to fit. However, he drew the line at using a repro rear wing. These are just not a viable option, as the compound curves are poor, so a good second-hand wing from a USA car was used. The doors also had to be re-skinned - particularly galling for me, as stripping the inside of these and flushing out the Nitromors/paint/filler cocktail had been the most time-consuming, tedious and depressing job of the whole exercise so far. I guess this is the downside of doing some of the work oneself off-site. Had Tim seen the state of these parts earlier, he could have called time sooner and saved a lot of work. Fortunately, the Cox & Buckles' quarter panels and rear apron which we had fitted in the '80s were OK, but it was cheaper and quicker to replace the floors and outer sills which had too much old metal (rust!) still attached to be reusable. However, the C&B inner sills purchased at the same time and never used were deemed eminently suitable and probably better than modern items. By July 2006, all the welding had been completed, including those seven fiddly closing panels beneath the rear apron. These had been missing for over 40 years since a previous owner fitted a fibreglass apron. We chose to leave them out when we fitted the steel apron last time. However, this time Tim advised doing the job properly as, not only do they add vital rigidity to the rear, but their absence can seriously affect the eventual resale value of a car. The main body-shell painting was underway, outer panels being fettled and the rolling chassis had also been built up.



A few weeks later, all outer panels had been painted and fitted and the body-shell trial-fitted to the chassis. Although built up on a good spare chassis whilst ours was at CTM, the body fitted its restored original chassis well and we at last had a rolling shell.

Just motive power and transmission needed - what could possibly go wrong?

(To be continued)



Footnote: In the unlikely event that anyone wants to catch up on earlier instalments, just email me for copies or download from the LVG website.