



The

# TRunnion

*Communicating with Lea Valley Group and the world ....*

**Stay Alert with your TR** 20208 September

Editor: Chris Glasbey.

E: [chris.trunnioned@btinternet.com](mailto:chris.trunnioned@btinternet.com)

Monthly .



*Letters, articles, photos ...please send as Attachments ...not in your email. Thank you.*

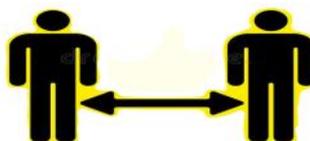


Sham's TR6 V8 ...one of two he owns !



## What's IN .....

- 2 Editorial rambling
- 3 Calendar 2021
- 4 Non—Events
- 5-6 Controlled Mutterings
- 7-8 TR6 French Connection ...part 1
- 9 Welland Valley Wander
- 10 Misted up TR4
- 11-12 Victory TR2
- 13-15 Spitfire adventures
- 16 TR5 parts ....probably too late



# We will be back at our H.Q. The Cock Inn at 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 Inn ....giving 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.

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



## Can TRunnion survive without YOU ?

A big THANK YOU to everyone who has sent an article or letter to Trunnion since early March. YOU have helped a number of us just to keep sane during these Covid times with some great stories and photos.

A few days after writing this, Pat and I will be setting off on a holiday in the far east (Norfolk). This will be our first holiday of 2020 and I expect many others will have felt concerned about travelling far. Six months of just driving and walking locally ...time to take a little more risk. Hope all OK with you.

Up to 200 TR Register members are believed to read Trunnion .....or should I say receive Trunnion because we can't say how many actually read it. However, if YOU are actually reading this waffle, then it is most appreciated.

Stage 2 : This is where I expect many more readers to have a think and then email me an article or letter that may be of interest, otherwise, with events not happening, I don't know how many Trunnions I can produce ! The aim is still to send out MONTHLY editions but I will need your help. What about Retro .....relive a story from years ago, with photos if you can.

A big thank you to Howard Pryor, our guest writer from North London Group ...and good friend of LVG. I asked him to do a photoshoot of the Victory TR2 with a white background and he obliged by setting the scene in the smallest room of his house. Flushed with success he emailed the photos for you to see.

Keep smiling and enjoying those trips out in your TR. Summer into Autumn is often the best driving time of year. I look forward to hearing from you soon.

*Chris.*

Send your Text as an attachment and any photos as Fine quality JPEGs to the Editor at :-

E: [chris.trunnion@btinternet.com](mailto:chris.trunnion@btinternet.com)



**GROUP LEADER:** Pierre Miles  
 T: 01438—880460 E: pierremiles@hotmail.com  
**DEPUTY GROUP LEADER:** Brian Chidwick  
 T: 01462-730676  
 E: brianc.trlvg@btinternet.com  
**TREASURER + EVENTS TEAM :** Phil Sanford  
 T: 07919-037321  
 E: p.sanford051@btinternet.com  
**Trunnion EDITOR :** Chris Glasbey  
 T: 01223-833700  
 E: chris.trunnioned@btinternet.com  
**TECHNICAL advice :** David Dawson  
 T: 07785-502830 E: xd.xp@btinternet.com  
**Advisor:** Jon Marshall  
 T: 01462-673956 E: jon.marshall@dsl.pipex.com  
**EVENTS TEAM:** Mike Aldridge  
 E: mikealdridge@virginmedia.com

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

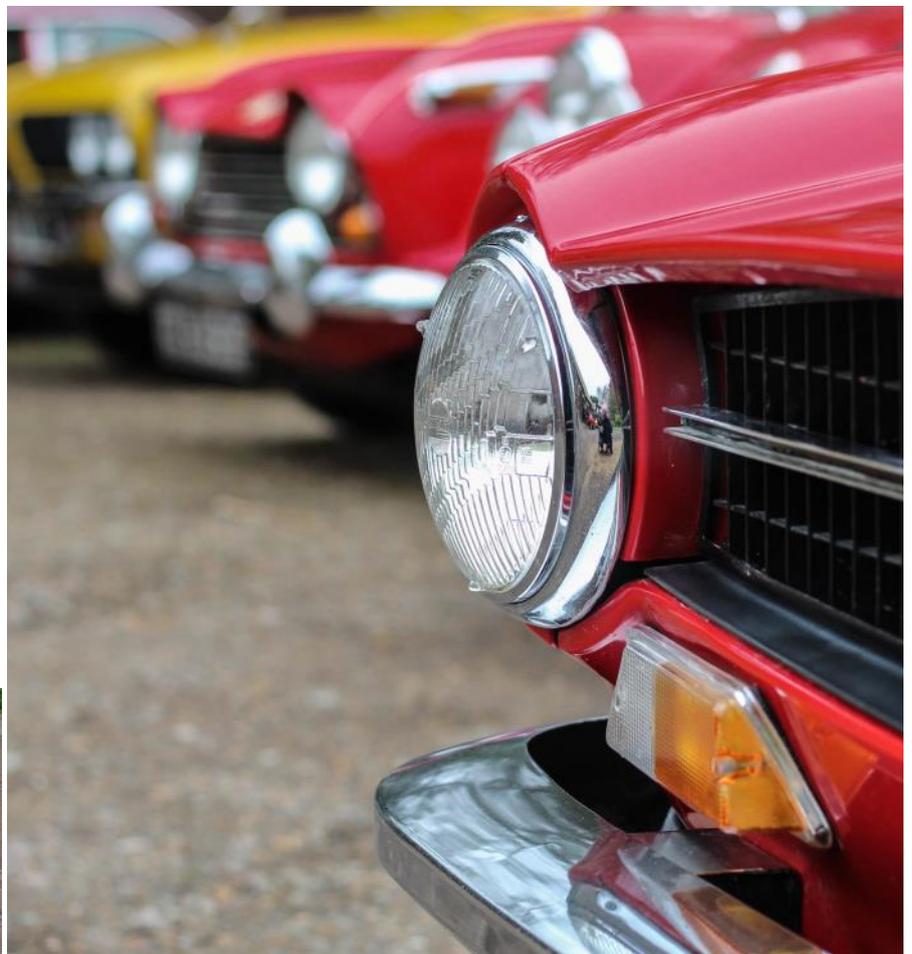
**REMEMBER :** All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : [brianc.trlvg@btinternet.com](mailto:brianc.trlvg@btinternet.com)

*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*

# LVG Calendar 2021

## We need your photos

On location or at home. Have you captured your TR or part of your TR on camera this year. We need good quality photos (over 1mb)...and hopefully all will not be RED. Thank you Alison and all. Please send to **PIERRE a.s.a.p.**



## EVENTS –or– NON EVENTS ? .....UPDATE

The date for next year's Triumph Weekend at Malvern has been changed to 13<sup>th</sup> – 15<sup>th</sup> of August 2021. If you have booked accommodation or holiday for the original date in June you will need to rearrange. Evidently the previous date was released before contracts were signed, I shall say no more!

As a local group we are still unable to arrange any events due to the guidance given by the TR Register and the Government. The official line is that any event you attend is at your own risk and you should make sure that the organisers have carried out proper COVID assessments and all necessary precautions are in place. The latest rise in R0 figures seem to indicate that many events that are being organised will be cancelled. Please check before setting off as many of the events below might be cancelled at short notice.

**Monthly Meeting at The Cock** 20<sup>th</sup> September. Although this is not an official group meeting due to TRR guidelines, there maybe be several members who turn up at "Headquarters" for a drink and perhaps a meal, which needs to be booked in advance. Just remember the "rule of six" or is it two?

**Zoom Evening Meeting** 24<sup>th</sup> September, catch up with your friends and find out what they have been doing car wise. Bring your own drink and nibbles, your invitation is under, just let us know if you would like it emailed to you. You will need to use the passcode 723103

Philip Sanford is inviting you to a scheduled **ZOOM Meeting !!! ..... please join us**

Topic: Philip Sanford's Zoom Meeting

Time: Sep 24, 2020 08:00 PM London

Join Zoom Meeting

<https://us02web.zoom.us/j/83650456948?pwd=K084bGFVTlUwbUpjNzYyMGgrTnVRUT09>

Meeting ID: 836 5045 6948

Passcode: 723103

**Sywell Classic Pistons and Props** on 19<sup>th</sup> - 20<sup>th</sup> September [www.sywellclassic.co.uk](http://www.sywellclassic.co.uk)

**Classic Car Drive In at Bicester Heritage** 18<sup>th</sup> – 20<sup>th</sup> September. Morning, afternoon and evening showings of classic car films are to play within the 444 acre site: having registered online, enthusiasts can watch the film of their choice in their historic vehicle. There will also be a variety of clubs, dealers and specialists exhibiting outside of the film screenings.

**TSSC Duxford Picnic** 27<sup>th</sup> September at the IWM Duxford. Classic car entry from 9am – 12pm £16.00 per person, **cash only**. There are usually well over 100 Triumphs on show plus other classics. The entrance is at the Land Warfare end of the airfield and if arriving from the Royston direction you will have to go up to the roundabout and come back past the museum entrance. If this show goes ahead it is well worth a visit as you can explore the rest of the IWM museum exhibits.

**LVG WhatsApp Group** if you are not a member of our WhatsApp group now in these uncertain and changing times it is an ideal time to join. It is a quick and easy way to keep in touch with each other and if conditions improve you can be swiftly informed if there is anything going on that you might like to join in with. For example, an early morning drive and breakfast for a few people, guidelines permitting. Just contact Phil or Mike to be added.

Just a footnote, the Government guidance is changing as I am typing this, so be prepared to do what you need to do to stay safe and well.

If you would like any further information of the events above or WhatsApp please contact Phil or Mike.

Phil Sanford 07919 037321 [p.sanford051@btinternet.com](mailto:p.sanford051@btinternet.com)

Mike Aldridge 07847 585120 [mikealdrige@virginmedia.com](mailto:mikealdrige@virginmedia.com)

*Events Team*



# The Matteringings of Mancer

Inevitably, so far this year TRunnion has not contained any reports of classic events, whether shows, tours or race meetings, following the Covid-19 lockdown and subsequent restrictions. In recent weeks, the situation has eased to a degree, and some race meetings have re-started behind closed doors - although the premier classic events at Silverstone and Goodwood have not taken place, and now the Round Britain Run in October has been cancelled (which is particularly hard on Phil and Mike, who bought and prepared their Triumph Dolomite especially for the event). The official TR Register policy at the time of writing, in line with Government guidance, remains that tours, shows and group meetings should not be organised, and if you attend any event, it is "at your own risk".

So it could be argued that the CACCC Falling Down Tour in September should not go ahead. Naturally the organisers (including yours truly) have thought long and hard before deciding to proceed with the Tour, but I would like to take this opportunity to explain the reasoning behind our decision. Firstly, the Tour is hotel-based, and our hotel at Milford-on-Sea have assured us that they are compliant with all the aspects of Covid-19 regulations – clearly if the hotel had any doubts about hosting us, the Tour would not go ahead. In fact, it seems likely that the CACCC group will be the only residents for the weekend in question – the restaurant facilities at the hotel can cater for up to 100 diners, so there will be plenty of social distancing space for our smaller group. Secondly, in planning the route and in particular the venues to visit, I have utilised venues with a tea room / café facility, which are open without a need to pre-book, although signing-in may be necessary for Track & Trace purposes. Visiting the attached venue (gardens / house / museum etc.) will require pre-booking, and all Tour entrants will be provided with the necessary details to enable them to do so prior to the Tour. The route itself uses mainly B-roads and minor lanes (as with all CACCC tours), and avoids towns as much as possible.

Having taken all precautions that we reasonably can, there is still the bigger issue of whether it is "good practice" to be seen driving around the country in highly visible classic cars, and this is a factor which must be considered by all future classic events while the Covid-19 situation persists. As far as the Falling Down Tour is concerned, we feel that 20 cars spread around a 150-mile route is not unreasonable – in the past, some of the bigger tours (Haynes/RAC, etc.) had over 200 entrants, and that certainly would be a problem in the current environment. I am assuming that any future tours



organised by LVG or CACCC will not have to deal with those numbers!

Apologies for Mutterings of more serious nature this month, but I am conscious that the current situation is a difficult one for everybody, whether you are planning an event, deciding whether to go for a "Noggin & Natter", meeting friends and family, or simply going shopping. Clearly the situation is constantly changing, and certainly we will have no hesitation in cancelling the Falling Down Tour, even at the very last minute, if circumstances require us to do so, but hopefully that won't be necessary.

One thing I can report – many people say I look much better with a face-mask!

*Pete Muncer*



John and Val Burningham moved away from LVG land to the far East, earlier this year .....that is Holt, Norfolk. They are both now settled and as you can see, the TR5 looks as smart as ever.

John was not able to safely venture onto the platform for a photo of the Train, so you will just have to imagine the Flying Scotsman made a guest appearance .

We look forward to Norfolk news and photos of your TR at a seaside location when possible. Best wishes to you both from all here at LVG .



# FOLLOWING IN HIS GRANDAD'S FOOTSTEPS

or

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

By

Julian Hensman

## Part 1.

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.

Way, way back in May, Chris published a "teaser" in Trunnion showing excerpts from my upcoming series (i.e. this) regarding my engine restoration / renovation. Since then I have been busy, lost my notes, consistently let Chris down, and finally I am most glad to say, found my notes again. This is pleasing, not least of which, because I may do this exercise again one day and it would be good to remember how! But we are getting ahead of ourselves ...

It all started in Spring 2018. I had been thinking about doing an engine rebuild for some time and wanted to do a course to learn more about it. Sure, I had tinkered and even fancied myself as having a bit of knowledge, but I could not say that I had ever rebuilt an engine. I looked into courses but as I now live in France, this was not going to be an easy option. The alternative was to perform some kind of "intensive" renovation on my own engine and learn on the job, but this too was not such an easy thing to find. After much deliberation, and VERY kind agreement to my request for help by those lovely people at Racetorations, it was on: a one-time, supervised, self-service restoration. This series of articles is the story of that memorable adventure in notes and pictures, with the occasional explanation thrown in along the way.



Here we go then! 2nd July 2018. I must be mad. I have decided that I want to rebuild my engine, which apart from a minor oil leak and the odd injector blocking every so often, is in pretty good working order.



"Before" ! Tools to the ready, one last look before it's horribly too late, and were off. First job, get the bonnet and wheels off and have a good look around.



Step one complete, knowing already the bonnet won't be anywhere near as easy to get back on again. Although the car is badly in need of body and paintwork, I tried to protect the bonnet as much as possible.



Radiator cowl removed and coolant drained. Safari, so goody! Remember children, coolant is very poisonous yet smells wonderful to dogs, so dispose of it carefully and properly !



With the radiator and front hoses removed, we are now able to get at the engine a bit better. OK so it's not exactly shiny but am I really about to take this apart completely?! Having second thoughts was a constant during this process but I pressed on irrespective with the determination of the proverbial spider, not least of which because I had booked a slot at Racetorations for the strip down of the engine and being late was not an option !



As more stuff is removed, it is clear that this will be a good opportunity for some bodywork maintenance and clean up, even if only temporary.



My advice when embarking on a task such as this is to take photos of everything. This is something I learned very early on (I had the pleasure of working for Paul Grist and Brown & Gammons in a gap year when in my teens) so that you know how to put things back together later. In these days of digital photography and cameras in phones (or is it phones in cameras?) you simply cannot take too many pictures. It may be time consuming but the number of times I have relied on pictures to rebuild stuff ...!!



If you want to highlight something of interest in a photo, I find simply holding it as you take the photo helps.

That is Part 1. More on its way soon.

*Julian Hensman*

# Welland Valley Wander



Paul & Wendy Richardson represented LVG on this classic car tour. They were amongst the 85 cars taking part in the first Scenic Tour of the year since Covid 19 lead to most events being postponed until next year. The mid August tour started from Leicester Airport and following a coffee stop at Launde Abbey, the route continued to Burghley House.

The finish was at Sywell Aerodrome. Although there were a large number of cars, the venues did have the capacity to allow plenty of social distancing .



First picture showing heater flap open , directing air to the cabin

Spal air curtain motor - used a lot in coaches as a WC extractor fan



## Clearing the Windscreen

...Howard Pryor

What a lovely drive up in the sun I had to see you guys at The Cock at Broom ....but boy did the weather turn. I was thinking that it can only be a shower so did not rush out to fit my surrey top on as it is normally such a fiddle if you rush, then you have to risk the top flying off backwards and damaging the vinyl top and sometimes paint. So I didn't and it wasn't a shower but a full blown torrential rain storm ...so I was soaked by the time I had it fitted and last in the car park.

I have this super duper Spal air curtain type fan which will make short work of the misting up of the inside of the windscreen ....or so I thought! So, out again to get the cloth from the boot for the old fashioned method of passenger doing the wiping.

Several impersonations of a Red submarine later and that was just getting out of Broom and onto the A1 south, where you find most people are sensible but then there are the few idiots with no lights and going hell for leather in the outside lane.

Well, nearly home and going through Hatfield Tunnel and guess what, yes the sun shone again. The TR4 had performed well. We were wet inside but that was not surprisingly through leaks ...but I was miffed by my heater fan motor failure. Back home in the garage and the de-humidifier was working overtime on the rain.

You know when you sleep on things and you wake up with it on your mind, well I did just that. First thing in the morning and not yet dressed, I went down to the garage, emptied the tank on the de-humidifier and switched on the ignition key to test my fan motor. By the sounds I had three speeds and by the sounds it was working well. Still not dressed, I went under the dash (please don't think about it) and very soon realised the heater box flap was not adjusted properly! With the knob in the air should direct to the windows ....pull the knob out and it should heat the cabin. After a very simple adjustment it now does just that and very effectively too, not that I am going to try it out in a thunderstorm for fun any time soon.

I also noticed my silicone wiper blades worked very well and would recommend them to anybody. Another trick I normally use but on this occasion didn't is Rainex on my windscreen.....outside to help the wipers and inside to help stop the windows misting up.

As Loretta and I both commented, it was a nice little adventure ....something we seem to have missed this year but hopefully next year we will be back in full TR swing.

*Howard.*

A few mates just decided to drive out for a lunchtime meet at The Cock. One topless TR3A left early for a 30 mile journey home ...keeping ahead of the expected storm. Others had to drive down rivers to get home and the pub was flash flooded. The joys of our extreme weather these years. Ed.

Before Howard tells us of the tale of his Victory TR2 ....note this is the surrey topped TR4 which got a little damp, next to Editor's TR3A which arrived home and dry ....



# Victory TR2

.....by Howard Pryor

I spotted my Victory TR2 quite by chance while working as a volunteer in a transport museum, as a dusty box at the back of a high up shelf. I showed an interest in the box and opened it to find the model you have pictured. I was told I could have it as I am well known as a Triumph TR enthusiast but in the end I paid a reasonable amount to the museum for it.

On getting it home, I realised that there were a few parts missing and I do know that having seen a stand at Beaulieu Autojumble selling spare parts for model cars, that there may be a chance that somebody made parts for these ....and by searching the internet I found the man who did !

I was able to buy: one back light, including the aluminium surround @ £5, windscreen stanchions @ £2.50 each (1 pair needed), windscreens @ £5 each (1 pair needed) ...all plus postage.

I have now stripped the model baseplate of the body and cleaned all the grime off plus washing very carefully the bodywork with a mild car wash solution. Then reassembled and fitted the spare parts following instructions to use 5 minute epoxy glue as it may affect the plastic parts.

I have to say that I am now very pleased with my Victory White TR2 model. Time will tell if I get the bug and buy in other colours or even the TR3 variation but for now I am satisfied ...or am I ?

*Howard.*



Victory Industries Ltd of Guildford, started by William Warren and Gerald Burgoyne, were one of the few early British plastic toy companies whose models earned respect for their accuracy.



***VICTORY TR2 ...***



## Motoring Memories, Mistakes and Mishaps

### (Sixty Years of Hard Road)

#### Part 3 - Further Adventures With A Spitfire

In Part 2 of this trip down Memory Lane, I recalled how I unsuspectingly began my long-term dependency on Triumphs, beginning with a Standard Ten and progressing to a Spitfire.

I confess that in those days I may have driven a tad too fast and a second self-inflicted dent taught me to take a little more care. Home for a weekend in Dover and driving along the coast road to St. Margaret's Bay whilst impressing my friend with my prowess, I hit a long stretch of flooded road and went water-skiing. All went well until a few yards from dry road, the back just found the only tree stump on the edge of the grass verge. Embarrassing? Well my friend was mightily impressed (probably simply that we were still alive) and we enjoyed a drink at The Coastguard whilst I worked out an excuse to explain the latest dent to my parents.

The rear quarter bumper had been pushed in, denting the wing and creasing the boot floor. This was beyond DIY repair, especially in the street, but at the end of the road where I lived there was a body shop that specialised in repairing London cabs. They were used to turning jobs around quickly and managed to fit mine in and did an excellent job for £notalot. I guess working on a sports car made a nice change for them.

Living in Balham was interesting to say the least but came to an abrupt end when our flat was burgled. Our landlady decided it was somehow our fault and evicted us. She really only wanted females in her house anyway, so we left immediately and the next stop for me was a bungalow in Wallington, Surrey. This was ideal as the lovely old Swiss lady owner worked in a nearby care home so only stayed at weekends and did the cleaning and gardening. She didn't have a car, so I had exclusive use of the garage as well.

The Spitfire was extremely reliable and I joined the Triumph Car Club which met in Hounslow and club nights always ended with a group curry and a late night drive through deserted streets. Driving and parking in London in the 60s/70s was so easy but I avoid the place like the plague nowadays, especially in a classic car. As a member of the TCC, I had my one and only experience as a navigator in a 12-car rally. The car was one of the small Triumph saloons, 1300 or 1500, and all was going well until the driver suddenly said "*We may have a problem*" as he held the gear stick aloft. He managed to reinsert the stick and change gears but I had to hold it in position for the rest of the rally as well as navigating. Another interesting experience never to be repeated.

I regularly drove into London, cruising the King's Road to hang out at the Chelsea Drugstore or parking in Oxford Street to visit folk, blues and jazz clubs in Soho. Around 1969/70 I was parked near Buckingham Palace, possibly in Buckingham Palace Road or Birdcage Walk. When I returned to the car I could smell petrol but couldn't see any leaks under the car so decided to make myself scarce before the approaching police took an interest. The smell didn't abate but I got home safely through the rush hour. When I



opened the boot I discovered a sopping wet carpet and a frightening amount of petrol sloshing about. It turned out that the fuel tank had been leaking from a pinhole about halfway up the rear. Fortunately there hadn't been enough fuel in the tank to leak enough to seep through the rear bulkhead into the cockpit before the level dropped below the hole or I could have been toast. In typical 'coarse TR maintenance' style, I 'temporarily' patched the hole with a piece of metal and Araldite and that stayed on the car for several years and many miles.

A really strange problem occurred one day as the car was idling on the driveway whilst I was shutting the garage door. There was a sudden loud bang and rattle and the engine stopped. Oil was running down the drive and looking underneath for the source I could see a very bent con-rod poking through a hole in the sump. Araldite was not going to fix that! My landlady was not too pleased but I did manage to get someone to help me push the car back into the garage and then cleaned up most of the mess with a gallon of Gunk. Fortunately my parents were visiting the following weekend so I bought a cheap engine hoist from Halfords and Dad brought some suitable ropes, cables and shackles and we pulled the engine out quite easily. Surprisingly, neither the flimsy wooden garage beam nor the scrawny nylon cord on the Haltrac broke. The engine went to a local Triumph dealer and was exchanged for a fully reconditioned and guaranteed unit. I wish I had asked for the con-rod to be returned as it would have made a nice companion to the LVG 'Bent Con-rod' trophy although rather smaller than the TR rod. Two cars, two reconditioned engines - was this to be the pattern of my motoring life?

In 1971 the UK switched to decimal currency and after a very busy period at work converting business software systems, jobs in the IT industry dried up and people began disappearing at short notice from the office until there was only a handful of us left. Eventually my friend and I got the dreaded redundancy notice and decided there was no point trying to get jobs straight away. Instead we bought a 2-man tent, sleeping bags and some rudimentary camping equipment, slung it in the boot of my Spit and headed off to Skye. We camped at High Force the first night and set off early the following morning to make the most of the empty roads once we got over the border. I guess I was enjoying the driving so much I didn't realise how fast the fuel gauge was going down or that it had been several hours since we last saw an open petrol station. Never having been to Scotland before we didn't know that it closed on Sundays so we only just made it running on fumes to the ferry at Kyle of Lochalsh. Skye was certainly the ideal place to forget about any other worries although we could have ended them permanently when we chose to cook a meal using a single Calor Gas burner in the shelter of the car boot one windswept evening. Not clever so close to the refilled fuel tank and probably a rare example of dodging the bullet of 'natural selection'.

On the return journey down the other side of the country the dreaded ignition warning light came on. We were somewhere in the wilds of the Lake District and dusk was approaching and there was no way we would get home in the dark on just the battery so we camped on a roadside verge. A couple of friendly policemen stopped to enquire what we doing there but accepted that we couldn't drive any further at night and told us to be gone first thing in the morning. Amazingly, the



battery held out for the final 250-300 miles and I have always ensured that I have the most powerful battery available in my cars since. Other than replacing the dynamo, there wasn't much left for me to do in Wallington and with no income to pay the rent and no immediate job prospects, it was a case of retreating to the parents in Dover. Within a couple of months the salt air was magnifying the few odd paint bubbles and streaks of rust became alarmingly conspicuous on the white paintwork. It looked as though the car was dissolving before my eyes and there was no way it would have survived a prolonged spell of job-hunting during the winter so I cut my losses and sold it. A sad end to a car I remember with great fondness for the good times it gave me, but at least it didn't suffer the same fate as the Standard.



Now I was back to Square One with no job, no home of my own and no transport (even the bike had been left behind in Balham), so where do I go from here?

*Brian Chidwick*



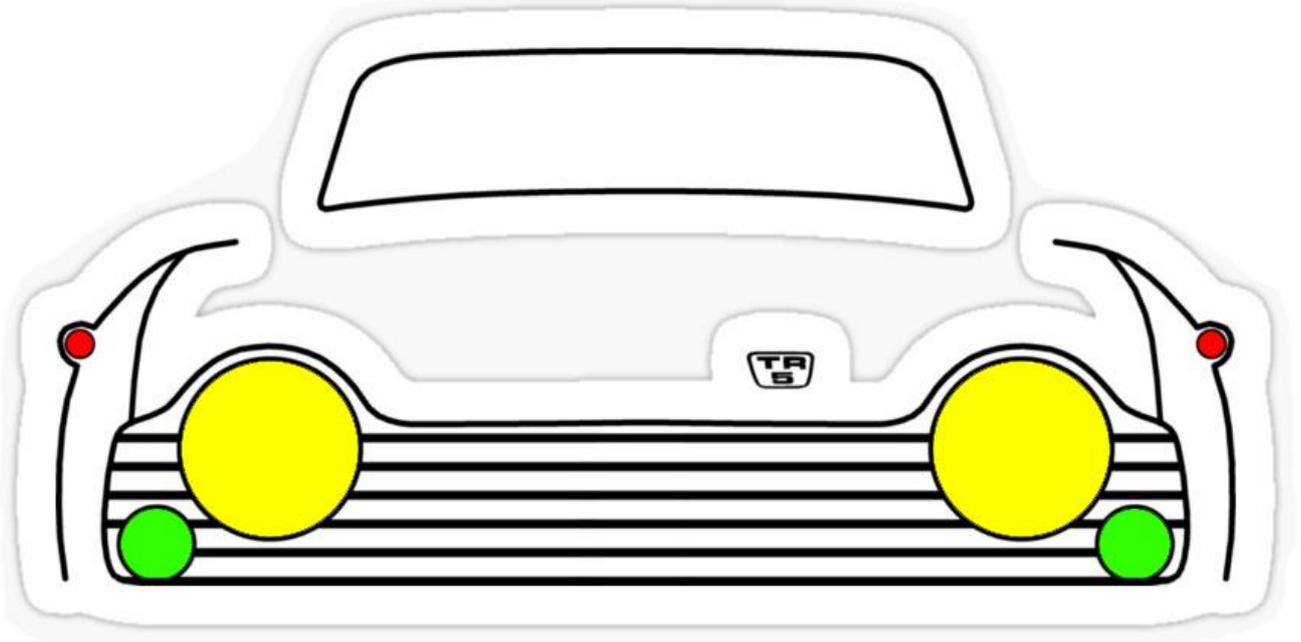
# Masters Historic Festival Brands Hatch, August 2020



With thanks again to Mr.W. Webb, these are the pics chosen by our Editor.

Who cares who won the races, it is just good to see classic and historic cars being driven hard.





# TR5 parts !!

**FREE to a good home .... Collect ....**

1. A set of Minilite Wheels incl spare. Not concourse but OK, I replaced mine with chrome wires.
2. A set of stainless braided injector leads. (a wasted attempt to get the engine running well)
3. An alternator ....I changed mine after advice from David Dawson to install a high output version - this was working fine.
4. An ally rocker box cover ....it is aluminium and I could have stripped paint off to polish this had I known.

IF any LVG member is interested in part or all of the above and you live within reach of Welwyn ....contact Jon Andrews NOW ....

E: [john.andrews@intabizz.com](mailto:john.andrews@intabizz.com)