



# The TRunnion

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

## Stay Alert with your TR 202010 November

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Monthly .



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



**1978 Lombard RAC Rally ...clutch failed on this Triumph but Tony Pond finished 4th in his TR7V8**



## 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.**

### TR7V8 passes TR3A, RAC Rally 1978

Forever the Rally spectator, the Sutton Park stage was near to home and I did not miss a year that up to 200 rally cars tackled this stage of the Lombard RAC Rally. Great memories of the Metro 6R4 driven by Tony Pond and Hannu Mikkola and others driving the first Audi Quattros (4W drive, turbo charged and breathing fire). Watching Roger Clark in his Escort RS1800 and I could see why he was one of the quickest drivers ...whilst others were taking corners fully sideways, his style was much smoother and certainly not in the crash-or-win style of Colin McRae of later years.

Focusing on 1978, the Endrust company asked me if I would exhibit my TR3A alongside a TR7 rally car on their stand in Sutton Park. They were a main sponsor of this stage of the RAC Rally. This was near the Town Gate hairpin and so I can say that amongst others, Tony Pond drove past in the TR7V8.

Along with myself, another who was later to be a part of LVG, Pete Muncer, also drove past further down the field . *Chris Glasbey.—story continues on page 18*



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**YES ?!** Still not there yet but hopefully by next Summer we may be able to enjoy classic motoring in company again. Let's hope all goes to plan ...and we can all get the job, when available. Stay safe and wishing all the best to both of our Readers.

Cheers, Chris.



**Thinking about Emailing your thoughts and memories of anything classic ? PLEASE do . I hope to hear from you soonest, as below. Chris (Ed.)**

Send your Text as an attached Word doc. and any photos as Fine quality JPEGs to the Editor at :-

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

*Thank you .*



## Anything happening?

Another lockdown has seen off the few car meetings and shows that might have been able to take place this year. We can now start planning for what we can organise or attend next year. If there is anything you particularly fancy doing please let one of the committee know and we will see what we can organise. You will read elsewhere in TRunnion that the Kick Off Lunch in January has been cancelled but we hope to have an extra special Kick Off once we return to normality. Hopefully 2021 will be a year to remember for all the right reasons!

One beacon of light on the horizon is our **2021 Shine and Show on 21<sup>st</sup> July** which will celebrate a belated 50<sup>th</sup> anniversary of the TRR. We will have TS2 at the show and there will be an opportunity for members to drive it from the 19<sup>th</sup> until we hand it over to the Essex Group on the 22<sup>nd</sup>. You can also be involved with collecting this piece of Triumph motoring history. More details will be published over the coming months but it is never too early to register your interest. If you have never driven a side screen car before this could be your opportunity.

A new show that has just come up on the radar is:

Retro CarFest at Bicester Heritage on the **18th-20th of June 2021**. A CELEBRATION OF THE '60s, '70s AND '80s WITH A SPLASH OF THE '90s. Retro CarFest will take you on the ultimate nostalgia trip with cars, movies, TV shows, toys, computer games, fashion, and music legends from each era.

This all-new addition to the CarFest festival line up will offer audiences an exciting experience, allowing them to reminisce and to celebrate our wonderful past, dressing up in the clothes of the time and enjoying destinations around the festival which will reflect all things nostalgic.

Closer to home, why don't you join us for our **2<sup>nd</sup> QUIZ NIGHT on the 18<sup>th</sup> NOVEMBER**



The meeting will begin at 8pm with the quiz starting at 8.30 which gives you plenty of time to get the technology sorted. First prize will be a bottle of wine. The first quiz was a great success and was won by Christalle and Mike (mainly Christalle) with Roger and Alison coming a very close second. There is also the opportunity to have a general chat with fellow members. Your invitation is below and will be emailed out again a few days before the virtual meeting.

The LVG is inviting you to a scheduled Zoom meeting.

Topic: TRR LVG Quiz and Zoom Meeting

Time: Nov 18, 2020 08:00 PM London

Join Zoom Meeting

<https://us02web.zoom.us/j/88091084224?pwd=NktqVTVuTWZvWW9RUjI2bEZseFJQQT09>

Meeting ID: 880 9108 4224

Passcode: 567645

Remember you can still use your TR during lock down for picking up the shopping or visits to a vulnerable friend.

Something to look forward to is the launch of the 2021 LVG calendar, details of which appear elsewhere in this TRunnion.

Stay safe and well.

*Phil & Mike LVG Events Team*

**TR Register AGM -22 Nov. @ 11.00am**

This year the TRRAGM will be held digitally due to Coronavirus. To register to attend, please go to the **TRR website** and follow the instructions in the article on the Home Page.

You will be asked for your name, email address and membership number. You will then (a few days before the AGM) be sent a link to attend and vote online.



See you on 18 November



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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](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)

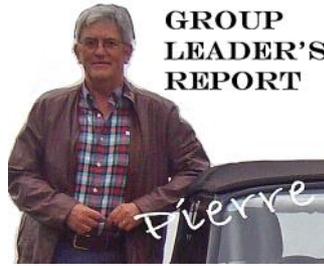
**REMEMBER** : All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : [brianc.trlvg@btinternet.com](mailto:brianc.trlvg@btinternet.com)

*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*

Other TR specialists are available but since this issue of Trunnion is featuring the TR7 , I must highlight one company who has specialised in this TR for many years. Simon did offer a paid advert but I declined.

I would rather just say Robsport , and show the below photo .....





After a gap of a few months, I have decided to put pen to paper (sort of) to pass on a mix of information some of which I know is important for the LVG.

The important stuff begins with announcing that the Annual Members' Meeting and the associated 2021 Kick off Lunch scheduled for Sunday 17 January have both been postponed until we can hold them within Government rules and TRR guidelines. We are also delaying the announcement of the names of the recipients of the two awards we make every year, the best TR new to the LVG during 2020 and the member who has contributed most to the LVG during 2020. Despite this postponement, the GL's report and the treasurer's report and accounts will be posted in the appropriate area on the LVG website.

I would like to take this opportunity to repeat the invitation to all LVG members who would like to join the committee to make this known to the existing committee members. We have also recently received an updated membership list from the TRR head office and have used this to compile our new address list. If you discover that you are no longer receiving communications from the LVG, please contact any committee member to provide your current email address.

The LVG 2021 calendar will be available for purchase before the end of November and may help to solve your Christmas present problem, that could be exacerbated by the closure of many shops in this run-up period to Christmas. See elsewhere in this edition of TRunion for how to get a copy. We have this year received a smaller number of photographs for consideration for the 2021 calendar. I have decided that for the 2022 calendar we will change from asking for photos taken during the current year to asking you to offer what you the owner considers the best photo you have of your own car, taken at any time. Please submit your offering at any time in the next 11 months.

I am pleased that I have joined our WhatsApp group as I really appreciate some of the humorous inputs that have been posted. Most of them are really good and I wonder at the inventiveness of some people. I know that some of us have a different view, along the lines of 'shouldn't every post have something to do with the LVG or TRs?'

I have recently found that I am spending far more time browsing the TRR Forum and continue to be amazed at the wealth of technical information and help available there, especially as it is free to anyone including non-members. My own view is that it really ought to be in a members' only section but what the easy availability of this expertise undoubtedly does is to present a wonderful shop window for the TRR.

Just to finish on something TR – I have recently finished a jury rigged hazard light for my TR as it does not have 4-way hazard lights and also finally repositioned the triple air horns to somewhere more tidy and far less conspicuous. All I need to do now is get out there driving around and I am really looking forward to the two events currently planned for 2021 – a weekend at the Le Mans Classic then the Paul Hogan Coast to Coast followed by the LVG extension tour in N Wales. Can't wait. . . .

*Pierre.*



# *The Matteringings of Mancer*

"Name That Car" – not the title of a new motoring quiz show – but what nicknames (if any) do LVG members give their TR's? This thought was triggered by browsing the TRR forum one wet afternoon. Kindly send your replies to our Editor – however, please remember this is a family magazine, which is read by impressionable younger people (those under 50 anyway), so any dubious responses could be censored. For example, I believe that Brian Chidwick's TR is known as "Dirty Girl", but presumably that refers to the cleanliness or otherwise of said vehicle – and does that mean that TR's are not gender-neutral?

To start the ball rolling, I offer the story behind the name of my 4A, which is rather convoluted, but bear with me. When I acquired the car many years ago, certain LVG members described the colour as "Pea Pod Green", so it might have been christened "Sweet Pea" or even "Pete's Pea", which really doesn't bear thinking about. However, even more years ago, one of the Carry On films (Carry On Cleo) had a character called Hengist Pod (inventor of the square wheel) - someone made the Pod connection, so my car has been called "Hengist" ever since. Incidentally, in the film, one of the finest pieces of casting ever was Sid James as Mark Anthony – he must have just missed out on an Oscar. By the way, I changed the square wheels early on – they were great braking in a straight line, but tended to induce severe vibration and understeer on corners.

In a previous issue of TRunnion, I mentioned that both of the premier classic race meetings at Silverstone and Goodwood had been cancelled. In fact, the Goodwood Speed Week took place in October after all (actually a weekend rather than a week) - fundamentally this was the Revival meeting re-scheduled behind closed doors, so no spectators, but at least the teams and drivers got a chance to exercise their cars at the leading classic race circuit. The local classic team from Welwyn Garden City were there, entering the Cooper Monaco T61 with 4.7 litre Ford V8 engine in the Whitsun Trophy race for "big banger" sports cars (see photo). Regrettably there did not appear to be a single TR in any of the races, although somehow an MGB got in – sacrilege! The racing was as good as ever, and the live streaming coverage was excellent, with views of the circuit not seen before, including use of drones overhead – though the sight of empty grandstands and no spectators was a bit strange. The rally special stage seemed a bit "Mickey Mouse" to me, using narrow paths and tracks through what would be spectator areas normally – even former World Rally Champion Stig Blomqvist got lost in the dark at one point. 72-year-old Stig had rather a mixed weekend, winning the St. Mary's Trophy race in a Ford Galaxie, then having a spectacular shunt (without injury) in a Corvette in the RAC TT race.

I have not been to Goodwood for a few years now, but I did go to the Revival meeting every year for 15 years or so, including the very first one in 1998. That year, the highlight was not the racing, but rather seeing Ray Hanna flying at 20 feet above the pit straight in the Mk. 9 Spitfire, just as Lord March (now the Duke of Richmond) drove off from the start line to open the circuit in his grandfather's Bristol 401 (see pics) – even Murray Walker was (temporarily) speechless! Over the years, the Revival meeting has grown from a classic race meeting, to



become one of those places for “beautiful people to be seen”, along with Henley, Wimbledon, Ascot, etc.

I suspect many attendees are not “motor racing savvy” and would not be able to tell the difference between an Alfa and an Aston – one year I heard someone say “oh do look at that lovely MG” – it was a TR! Maybe next year if conditions permit, it might be time for a return visit, possibly even linked to a tour weekend.

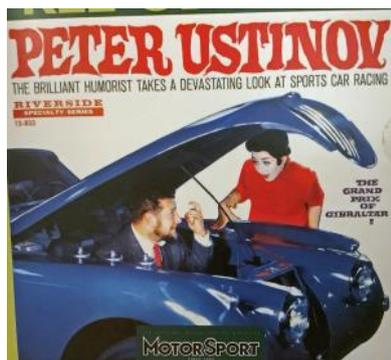
Of course for the time being, any thoughts of organising tours or runs are out of the question, but if the situation improves next year, maybe some changes to the usual tour format might be necessary. If the “rule of six” still applies, and if some venues are nervous about accepting larger groups (as we found on the CACCC Falling Down Tour in September), perhaps giving entrants a list of optional stops on the route, instead of two or three defined venues, might be preferred – that would help to keep numbers down at a venue. Hopefully restrictions on gatherings in pubs will be eased, so that the traditional finish location for Tibbles Tour will be available.

I did like the idea of the Hitchin TR Grand Prix put forward by our Events Team in the last issue – I wonder if this was inspired by “Grand Prix of Gibraltar” as reported by Peter Ustinov back in 1957? This featured many of the top drivers of the period, including Juan Manuel Fandango, Girling Foss, Von Grips, Bill Dill, and also two of the team managers – Enzo Fanfani from Italy, and the imposing Herr Altbauer of the Schnorcedes team. This race, although a Grand Prix, also featured a Le Mans-style start – but fortunately Fandango did not emulate another well-known driver from Argentina, who leapt into the cockpit and inserted the gear lever up his trouser leg (true incident) – this may be where the technique of double-declutching originated. Anyway, you can probably find Mr. Ustinov’s classic report on YooToob or something equivalent, or borrow the CD from yours truly.

Getting back to the Hitchin event, I feel some further clarification of the regulations is required. For example, cut-away doors on TR2’s & 3’s will be easier to leap over than the doors on later models (still need to watch out for the gear lever), so will drivers of early cars have their sprint to the car delayed by a few seconds? Optional toilet breaks - will a particular type of medical equipment (e.g. incontinence pads) be permitted, given that a weight penalty will be incurred? Will coffee be available as well as tea, or is caffeine regarded as an additive which will incur a subsequent “stop-and-go” penalty? Certain cakes take longer to consume than others – should there be a standard time for a pit stop (just like Goodwood)? I feel I cannot forward my race entry until these details are clarified by the local representatives of the FIA governing body, LVG -TRGP-ET (loosely known as Phil & Mike).

This month’s Mutterings seem to have been mainly about racing, so to finish we should mention the boy from the “Stevenage slums” (his description, not mine). Lewis Hamilton is now the most successful driver in F1 history, with his 92<sup>nd</sup> win in Portugal – all he has to do now is break the 100-wins barrier, and then next season aim for his 8<sup>th</sup> championship. Mind you, he is getting on a bit – 35 now, only a few years to 40. Still, he can take inspiration from 41-year-old Mr. Raikkonen, who had a fantastic first lap in Portugal, starting 16<sup>th</sup>, then passing 10 cars, around the outside, on the inside, wherever there was a bit of space. Wonder if he is sponsored by Phyllosan? (and if you can remember that ad., you are definitely over 40).

*Pete Muncer.*



## Seven years in the Life of a TR7

Like many of you I was that little boy who loved cars. From an early age I tinkered with engines and as a teenager I built a 50cc go kart at school. I learnt to drive in a Triumph Dolomite. My first car was a red Ford Escort 1.3L T Reg, but, as a teenager in the late Seventies I lusted after the cars of the time such as the Ford's Capri 2.8i and Escort RS 2000, and Triumph's TR7. However, these cars were way beyond the means of a lowly applications engineer so, after meeting Alison and buying our first house, I set about persuading her that I could make a car from scratch. This took some time and was delayed by fatherhood, but I got there in the end. The book "Build your own Sports Car for as little as £250" was to be my trusty reference manual for the next fifteen years. I did build the car, but don't tell Alison I went just a little over budget! The most satisfying part was getting it through the IVA test to make it road legal.

For me most of the fun in working with cars is in the building, restoration and problem solving, so once my Locost was finished, the search was on for another project. I began perusing ebay and the classifieds and in 2011 found a red 1980 TR7 locally; just what I was after. It had been stored outside and to say it was a rust bucket is to exaggerate its worth! I offered the guy £400 which he refused, preferring to let it go to ebay auction. Nothing daunted I put in a bid on the auction and won it for £219. C'est la vie! It was so rusty that the bloke who picked it up on a low loader for me asked if he should bring a dustpan and brush to sweep it on. Sadly I had to sell the Locost to make room in the garage for the work that would be required. So now the fun could start.

When I say the TR was red I mean it was mainly red but had silver doors. The boot lid was blue internally but in fact the car had originally been gold and still had the golden tan check seats.

I started the restoration by completely taking the car apart, cataloguing what I had and storing various parts in the house loft and eaves of the garage. Then I started the process of stripping all the metal back and repairing the rust. Some of the rust was repaired by using metal patches and some by replacing with new panels. These new panels included the sills, front nose, strut towers, wheel arches and three of the four floor sections. Although I did some work on the engine whilst I was repairing the body, it took me about six years to get to the point where I had a structurally sound TR7.

Beginning the engine rebuild in earnest, I had a great deal of difficulty getting the cylinder head off. They are renowned for being difficult to remove on a TR7 because the cylinder head studs are steel but the cylinder head itself is aluminium. This leads to corrosion and my car was well over thirty years old by this point. There is a special plate you can buy which bolts over the cylinder head which allows you to screw the head off. Being the resourceful bloke I am I made my own version of this but it wouldn't shift the cylinder head. Eventually I managed to get a 3mm gap between the cylinder head and cylinder block which enabled me to cut the cylinder head studs with a reciprocating saw. This process alone took two months of



weekends. I told you it is the problem solving I thrive on, but even so my patience was wearing thin. If anyone wants to borrow it I still have the plate.

After hours of etch priming, bodyworking and underseal it was finally time for it to be painted. This is the one job I didn't tackle myself so entrusted my car to a painter in the back end of Luton. I chose Persian Blue which is one of the original TR7 colours. In reality this turned out to be an average job. I got the shell back just before Christmas 2016 and spent the next six months reassembling the car, including many hours working on the pop up headlights which were very resistant to popping up. As a qualified electronics engineer this should have been easy and I finally solved the issue by modifying the Pektron control unit. At the time this unit was discontinued but a copy is now being manufactured and available from all the normal sources.

The final big job was to fit a new hood. All the advice was to get it as tight as possible while working in warm conditions. In the event I got it too tight which meant when you took the top down you couldn't get it back up in a hurry! I have since done some modifications to make the process of putting the hood up a bit easier.

My objective had always been to restore my TR7 to as near to an original TR7 as possible. However I have fitted a DAB radio for some modern luxury.

By the end of 2018 the TR7 was as finished as it was going to be and I began hunting round for my next project and, controversially for some, thinking about selling the TR7 to make room for whatever was to come next. Alison was quite fond of the car by now and enjoyed outings in it somewhat more than the Locost which, to be fair, hadn't been a very comfortable ride. So I was persuaded to join the TR Register, keep the car, and the rest is history!

*Roger Payne .*



## My life from TR7 to TR7V8

..... Trevor

I was created by British Leyland in March 1980 at Longbridge, my original colour was Cornelian and my trim Tan Check. I was fitted with a standard 2 litre engine and other normal items. I was first registered in August 1980 and used as company car for about a year or so and then sold on. Haymarket Publishing purchased me in about 1984 and decided to up rate my engine to the 3.5 litre V8. They approached the DVLA to register the car as "Bartlett Le Mans V8 Conversion" but were denied the name change but accepted the engine change.



I spent the next few years in various forms of ownership from private to traders until in 1991/92 I was purchased in a somewhat sorry state as a renovation project. For this I was stripped down to bare metal, totally re-sprayed, re-trimmed, up-rated this and that including power steering and a lovely re-built 3.9 litre V8 engine (285 bhp) with all ancillaries including roll cage. My paint colour became Porsche Guards Red, somewhere along the line my seats and door cards had been re-covered in black leather with red stitching, also a new black mohair hood – I felt very grand.



Now to my current home since 2005, nice people, they look after me well and have taken me to lots of UK and foreign places, sometimes hot sometimes snowy or just wet. My first outing with them in 2007 was a rather madcap dash with six other TRs from the UK through France, Germany edge of Switzerland into Italy and the port of Ancona where I had a nice boat ride to the Port of Patras (wow that was busy and chaotic). The onward journey to Porto Heli in the Peloponnese was quite hairy as all the trucks seemed to want to overtake every time there was a bend and it was no good getting lost as all signs are in Greek! We stayed around the area for about a week then wandered back to UK. My next trip was to Northern Spain to the Picos area and coastal villages, lovely views if the weather is good.



May 2011 saw me on another boat to Denmark, Sweden & finally Norway – I have never been on so many small ferries in order to get to a destination, the weather was not favourable as they had had a late Spring and lots of snow was still laying – I became quite a handful. On our route up to Norway we visited Frederikshavn and visited various interesting places, in Sweden we stayed in

Gothenburg for a couple of nights and my people went out to dinner at a place called Gothia Towers which has amazing views over the city. Onward and upward, following the coast road to eventually arrive in Oslo, lovely city and very interesting according to my keepers (they even got to visit the art gallery where "The Scream" by Edvard Munch is housed) and also an amazing Folk Park depicting "The Life of Man", from conception through adolescence to adulthood and finally death all done with statues. Touring around Norway they visited Flam and rode on the famous railway. We also managed to fit in a visit to the local Tjoloholm Castle Rally – annual classic car event and very popular. So where else have I been, France a couple of times the remainder of my trips have been in the UK and at LVG events.

I don't think there is much more to tell you, I have just had my 40<sup>th</sup> Birthday so waiting to be "Road Tax Free" when it can be arranged. I think I will now hibernate under my nice warm cover until next Spring unless we get a surprise patch of nice weather.

Bye all ,take care , keep safe.

Written on behalf of Trevor by Patricia D.



## 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 3

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.

So the engine is ready for removal. What possessed me to remove the engine and gearbox together, I will never know. It all went well but stress levels were elevated to say the least! You'll see what I mean as you go through!

So, new engine crane ready? Check. Everything disconnected? Check. Extra stout underwear donned? Check. Then here we go!



This is where I left you last time, engine crane check to be on the right setting. Arm extended far enough to reach whilst not overloading the jack.



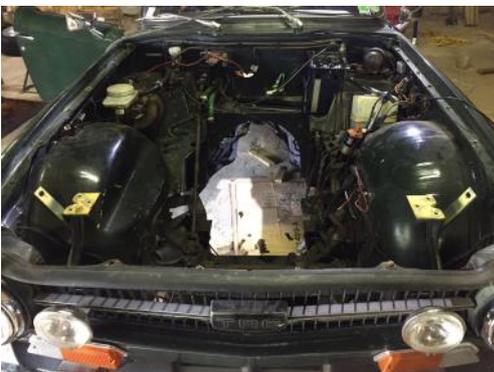
Next step is to attach the lifting gear and yes I did use the engine lifting eyes bolted to the engine. I was only told afterwards that this is not perhaps the best idea and that they have been known to break! Better is a proper fabric sling (or two) going right underneath the engine, which is what I used to replace it after the rebuild. The lifting jig was a good piece of kit though which allows you to balance front to back; useful when you need to tip the engine and gearbox together to actually get them out!



Bit of a “fast forward” here to both units being out of the car. No pictures in between because it was quite traumatic and I really didn’t have the time to stop and snap. There was a lot of jiggery pokery required to get the thing out, taking care not to damage anything, and it was quite stressful to see the heart of the car balancing precariously in the air whilst still over the top of the bodywork! Make no mistake, this is a heavy lump. As the engine tipped, various fluids also leaked out, which was nice, and pulling the whole ensemble away from the car had to be done in a jerky fashion to actually get it to move!



I don’t know if it was a sense of relief or foreboding once I got to this stage, but various ancillaries then had to be removed in order to get the engine ready for transportation.



Quite a hole. It was at this point I realised that there was a good opportunity to clean up the engine bay whilst the engine was out. No respray on this occasion but got rid of some surface rust and clean up many aspects such as inside the front valance, steering rack, etc



Magda is going to kill me but it serves her right for photo-bombing! And by this time, there was progress to be celebrated.



As you can see, the gear box was now separated from the engine after which I put it somewhere safe. Without really knowing what I would need to use again, I decided not to remove too many other ancillaries in case they would be required during engine testing after the rebuild.



Safely down on the cradle I made for transportation. I actually put the engine inside my car to take it to Racetorations, something with hindsight I would not recommend. If I had had an accident, nothing would have held the engine. I am pleased to say however that I lived to tell this tale but made sure I trailered the engine on the way back.

Next time, arrival at Racetorations and starting the strip down. See you next time on ... Following in his Grandad's Footsteps.

## How dinky is your collection ?



Following on from Howard Pryor's article in September Trunion, and Dave Hammond's contribution in TR Action 324, 'Covid19 Lock Down' has afforded spare time to sort stuff stored away in the home, and for me that has included looking in boxes of old toys, long put in the loft and most not revisited since our move to this house 12 years ago.

I found my Dinky toys plus some Spanish JOAL diecast miniature earth moving equipment belonging to our sons. I remember new JOAL pieces were bought during each Spanish holiday..., then the older son passed them on to his brother, and finally to me... well, that is, until the Great Grandchildren visit.

With not all the bits present, where do we go for parts? Well - eBay was my first resource. Sellers there have stocks of parts & tyres. With packs of Dinky toy tyres and Joal Earth moving rubber, fitting the first 16 tyres was postponed until I had 'a helper' - a fascinated 6 year old granddaughter Isolating with us for a week as her 'Class Bubble' had been compromised.

First up was 4 new tyres for the Dinky Toys two tone fawn Station Wagon, Meccano Ltd No 344. Was this modelled on the Humber Hawk Mk1 I wonder?

Next was 4 new tyres for the Dinky Super Toys Coles Mobile Crane, Meccano Ltd. The crane was one of my favourites and after straightening the boom, fitting a new hook and new cords on both, it was back to winching up and down pieces of cargo.

The light & royal blue livery DINKY TOYS DELIVERY SERVICE Transporter was always central to any of my play sessions – now with 8 new rubber tyres, officially it's a Bedford tractor + Pullmore Car Transporter 582.



So to the Joal Toys. All these are in significantly good order. The yellow paint is pretty much ship resistant compared to the Meccano quality. So as with anything, Buy the best quality you can afford - it lasts! The next generation of our family now play with these.



Do I still collect? To 12 die cast TR3/3s in my cabinet, last month at the Three Wheeler Morgan Museum, Cranbrook, Kent, I could not resist something I'd never seen before, a red 'Corgi Toys Triumph TR2'. In need of attention to the windscreen but a bargain at £15



*Tony.*





## RAC Rally 1978, Sutton Park stage ...

### A letter from Peter Muncer ....

1978—can I remember that far back?

We did the event that year, starting from Birmingham in the Avenger, last car away, 200. To be honest, I can't recall much about Sutton Park, except that it was a bit tight around the park roads and paths.

We did finish the rally in 57th place—doesn't sound too impressive now **but we had some problems** – broken back axle in Scotland but our service crew changed it in 25 minutes!! The diff ratio on the spare axle was not correct so we lost performance. Then, on the last night in Wales, driver Tim accidentally swallowed some petrol, so he was not good & I was getting car sick from map reading—then the Halda trip meter broke—then the exhaust fell off as dawn was breaking—we were doing this for fun?

That was the last time we did the full RAC and just reading this again makes me wonder if we were quite sane to go through it all—and paying for the privilege too. The rally was 5 days/ 2 nights on the road— first day was the stately homes and park-stages in Midlands —a night in bed, then 36 hour loop into Scotland/Kielder Forest/Lake District—another night in bed—then 36 hours through Wales. Now you can see why classic car tours become an attractive alternative.

Every car from this event is naturally a classic and one crowd favourite at this time was the Lancia Stratos (No.3) driven by Markku Alen. The Triumph start list includes

- No.7 Tony Pond / Fred Gallagher - TR7V8 SJW 540 S**  
**15 Simo Lampinen / Mike Broad - TR7V8 SJW 548 S**  
**24 John Haugland / Ian Grindrod— TR7V8 ?**  
**32 Ruben Borjesson/Joe Hawkins— TR7V8 SYB 111 L**

**There were 5 x Dolomite Sprints starting at : 27, 60, 69, 83 and 184**

Add in another Stratos at 10, two MGBs @ 133 & 137 + a Pantha Lima @ 134

Starting at the rear were Tim Stevens/ **Peter Muncer - Chrysler Avenger @ 200**

### Sutton Park Stage Results ( stage length: 8.05 km)

- 1st. Walter Rohl - Fiat Abarth 131**  
**2nd. Markku Alen - Lancia Stratos**  
**3rd. Pentti Arikkala - Vauxhall Chevette 2300 HS**  
**8 Roger Clark - Ford Escort RS 1800 Mk II**  
**16 Tony Pond - Triumph TR7V8**  
**137 Tim Stevens / Pete Muncer - Chrysler Avenger ....ahead of the 2 MGBs**

### Final Results ...

**First 3 places went to Ford Escorts, with Hannu Mikkola/Arne Hertz at No.1**

- 4th : Tony Pond / Fred Gallagher - TR7V8**  
**12 : John Haugland / Ian Grindrod - TR7V8**  
**34 : the Dolomite Sprint of car No. 69**  
**57 : Tim Stevens / Pete Muncer (Avenger 200)**

**NOTES ....** Pete Muncer beat Roger Clark (accident), both Lancia Stratos ( engine & gearbox) the TR7V8 of Simo Lampinen (clutch failed) and the TR7V8 of Ruben Borjesson (engine)

Also, both the MGB's and the Pantha Lima retired .

Of the 200 starters .....only 61 reached the finish

## Phil Titchner reports ...

Hi Chris,

You asked for pictures of TR7s for Trunnion. Here are a few from the archives. Quality poor on early ones as they are scans of pictures. The first is Howard Frazer's Grinnal 4 seat TR7 taken at Stockwood Park in the 1990s, with his wife Polly in the driving seat. Howard still owns the car and is a LVG member. Next are pictures from the Practical Classics Show at Earls Court, at which LVG had a stand. The car is a genuine TR8 owned by Graham Howes who still has the car. The TR6 shows the stand arrangement. The car is/was mine and the person sitting in the TR is Richard Noble who was the Land Speed Record Holder, in Thrust II, at the time. I met him some years later and got the autograph on it. Other pictures are from the Debden Sprint meeting and the Shine & Show.

Phil adds also :-

There was a stand at the show with Thrust II on it (I think it was owned by Coventry Motor Museum) and it was a fundraising stand for the Thrust SSC project (supersonic car). Richard started his land speed ambitions by building Thrust 1, which he funded by selling his TR6 for £1,100. He used this to buy a Derwent jet engine. Thrust 1 was not successful and was destroyed at RAF Fairford after a wheel bearing failure at 140 mph, which resulted in a triple airborne roll, finishing upside down. Richard was very lucky to walk away from it.

I met him at an open workshop event where Thrust SSC was being built, at an engineering company, in the grounds of Fontwell Park Horse Racing Course ...and that is how I got the photo signed. No doubt sitting in a TR6 brought back memories for him.



*Phil.*

# Damper weather is here

What is it with me and my Armstrong Lever Arm Dampers?

Although I was fully satisfied with the standard set up I had on my TR5, I decided a while back to send my dampers off to Stevson Motors in the West Midlands to have them refurbished and slightly uprated to a stiffer ride. The first time you remove the arms takes quite a while, but after a few times you can change each side in under half an hour. How do I know?.....read on.

Stevson's are muted to be the experts for refurbishment of the arms, with supplies of original seals and a long history of doing this type of work. I understand the trick to uprated units is a slightly thicker oil to give a greater resistance to the damper movement. After the initial discussion I sent the parts off and they were turned around and back with me in around a week. Not wanting to rush things, I carried on using my car with some aftermarket dampers that worked perfectly well for around 9 months. Then Covid arrived and I used the enforced lockdown to swap them back. Once we were allowed out to play again, I started using the car, but after only 150 miles the arm separated from the spindle on the offside unit. A call to Stevson's resulted in many apologies and the broken unit being sent back to be fixed. A three day turn around impressed me and the unit was immediately put back on the car (I had put my spare on, but only went to the Shell garage less than a mile from home, before refitting the repaired arm). This time on a TRip to The Super Sausage near Towcester for breakfast and only 120 miles after refitting, the same arm separated from the spindle again. The car remains driveable, but the rear is a bit skittish and anything other than main roads, results in lots of banging as the arm collides with the chassis. Another call to Stevson's resulted in the same apology and the offer to sort it. No explanation why it could have happened twice, so I trotted off to the Post Office again. Seven days later and the fixed damper was returned.

The unit is now back on the car and working as it should, but I have not yet done 100 miles since refitting. Fingers crosses the work has been done properly and it will be 3<sup>rd</sup> time lucky, with no further issue.

*Mike Aldridge*





# NO waiting

## The LVG 2021 Calendar is now on Sale!

Pete Muncer wasn't taking any chances when he offered his TR for the front cover. He fitted the special mask ...and then the TR retired to the garage after this photoshoot.

Only £6.00

We hope and look forward to bright and sunny days ahead in 2021, when you can note on your calendar the tours and trips out with your TR. Keep smiling, kick Covid, note Events to do .....YOUR calendar of plans for 2021



## Lea Valley Group



# 2021

Treat yourself, and loved ones, to an **early Christmas present** with a copy or two of the LVG 2021 Calendar. Your car may well be featured on one of the pages. Banish those lockdown blues by looking forward to planning where you are going in your TR in 2021.

**There are 12 pages of lovely TRs and a space on each day to fill in those all important notes . . . . . This edition is available at only £6.00 (which includes postage & packing and ensures a Covid secure service)**

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