



The

# TRunnion

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

## Stay Alert with your TR

2020 | December

Editor: Chris Glasbey.

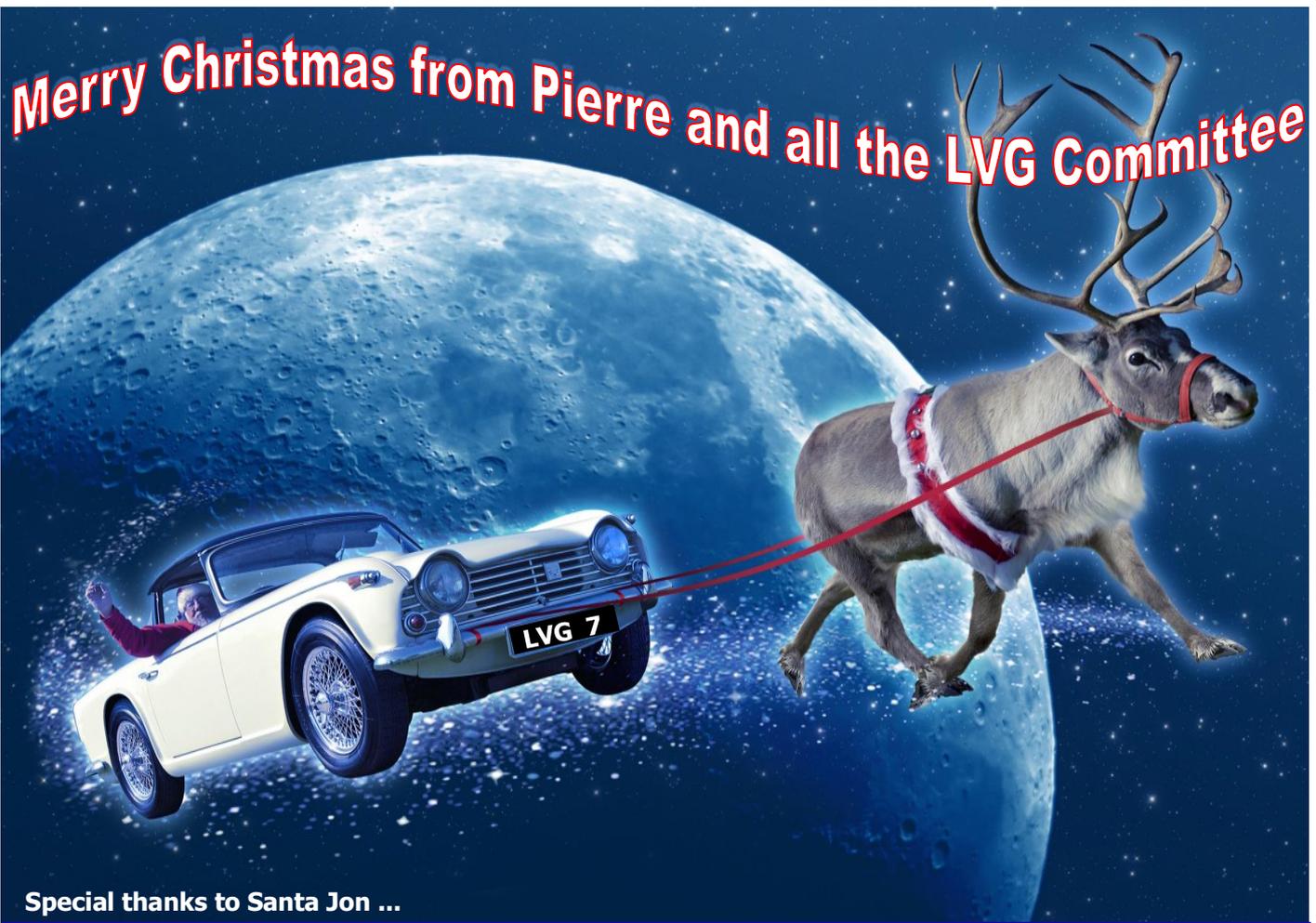
E: [chris.trunnioned@btinternet.com](mailto:chris.trunnioned@btinternet.com)

Monthly .



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

Merry Christmas from Pierre and all the LVG Committee



Special thanks to Santa Jon ...

**LVG Calendar ....only a few left ....see page 19**



**What's IN: The Beauty of the Beast + French Connection 4**

## 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.**

### TReditorial ...

I hope all LVG members are staying healthy and looking forward to life returning to some sort of normality in 2021.

**A BIG THANK YOU** ....to everyone who has contributed to Trunnion throughout 2020. Somehow, there have always been enough interesting stories to tell each month ....amazing since nothing new has really happened.

This month we have guest contributions from Wayne Scott and Phil Horsley ....giving us the full insight into all matters Grinnall.

**More articles, notes, photos wanted!** Whilst always wishing to hear new reader stories, I do also thank those who have sent articles which will now appear in the next issue, including 3 contributions from Tim Hunt. Keep writing all, thank you.

Phil and Mike are still keeping us aware of events coming up in the new year. Let's hope that everyone takes care over Christmas and we can keep looking forward to driving our TRs to events in the Spring ?

Stay Alert and look forward to the return of Classic Motoring .....together in 2021 !

*Chris .*



### What's IN ....

- 3-4 What's on, if anything
- 5 TR Revival
- 6-8 Dare to Dyno
- 9-10 Pierre's GL Report
- 11-13 Minor Mutterings
- 14 TR Pyrenees
- 15-17 Beauty of the Beast
- 18 Letters, plus
- 19 LVG Calendar
- 20-22 French Connection - 4

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 .*



## What's going on, if anything ?

Before this month's report gets underway there is I believe a couple of points that our venerable scribe, Pete "Muttering" Muncer, would like clarified about the proposed Hitchin TR Grand Prix. He was worried that the start would favour TR2 and 3 drivers as they could leap into their cars at the start. As Captain Mannerling would say he "is straying into the realms of fantasy". Has he seen the average age of these drivers? They will not be leaping anywhere, that is why we are providing trained nurses to help the drivers into their cars and adjust their seat belts and anything else that is bothering them! Coffee will not be allowed; the caffeine hit will be akin to taking drugs and will stop the drivers having a nap during pit stops. Scheduled stops will be of a strictly controlled length, thirty minutes, this will give plenty of time for eating any sort of cake, attending to the necessary toilet arrangements and having a bit of shut eye. There will also be a strict medical examination before the race where you will be required to demonstrate that you can remember which car is yours, you know who you are and are aware what direction clockwise is. If there are any further questions please feel free to send them to the organising committee at their address in Monte Carlo.

As we are in Tier 2 there is very little, if anything that is being organised on the classic car scene. Something that might interest many of you is the Engineering Open Workshop Days at Shuttleworth on the 29<sup>th</sup>, 30<sup>th</sup> & 31<sup>st</sup> December, tickets need to be booked online, in advance at [www.shuttleworth.org](http://www.shuttleworth.org) A great opportunity to see what goes on in the workshops to keep the aircraft flying and to look around the hangers at all the other exhibits.

The Bicester Scramble, always a popular meeting, is scheduled for the 10<sup>th</sup> January and needs to be booked online, in advance. It has sold out quite quickly in the past few years so don't wait too long before you book. Plus, breakfast at the Super Sausage beforehand!

We will be having the LVG Christmas Quiz and virtual pub meeting on Thursday 17<sup>th</sup> December via Zoom. Last month Phil & Miriam Titchner won the quiz and they have volunteered to set this month's questions. Please turn up in droves and make this a great meeting to round off a difficult year. As usual there will be a bottle of wine for the winners. Your invitation is below, please note you do not have to have Zoom installed on your computer you just click on the link and fill in the meeting ID and passcode. Start time for the meeting is 8pm with the quiz getting underway at 8.30pm

Topic: **LVG Zoom QUIZ & MEETING**

Time: Dec 17, 2020 08:00 PM London

Join Zoom Meeting

[https://us02web.zoom.us/j/89479842470?](https://us02web.zoom.us/j/89479842470?pwd=QmRXRUMreGp0K3RVWmF0SHFrNTJoQT09)  
 pwd=QmRXRUMreGp0K3RVWmF0SHFrNTJoQT09

Meeting ID: 894 7984 2470

Passcode: 694623

We have started compiling a list of events that it is hoped can take place next year, with more being added once we get to hear of them and of course we will be organising our own activities and TRips.

Please zoom along to our Christmas Meeting - 8.00pm Dec 17

- 9 & 10 January** Bicester Scramble both days  
Bicester Heritage Centre
- 7<sup>th</sup> February** MG & Triumph Spares Day  
Telford International Centre
- 10<sup>th</sup> February** Drive a Triumph Day
- 16-18<sup>th</sup> April** London Classic Car Show  
Syon Park (near Kew Gardens)
- 25<sup>th</sup> April** Drive It Day
- 11-13<sup>th</sup> June** Practical Classics Restoration Show  
NEC Birmingham
- 18 – 21<sup>st</sup> June** Retro CarFest at Bicester Heritage
- 21<sup>st</sup> July** Shine and Show  
The Cock PH Broom
- 25<sup>th</sup> July** TRR 50<sup>th</sup> Anniversary Eastern Area Gathering.  
Bradfield Combust BSE.

Hoping for a good turnout for the quiz and wishing you a very Happy Christmas and a very much better New Year.

*Phil & Mike Events Team*

*LVG Calendar ...only a few left ...page 19!*

**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*

## TR3 dyno check at "Revivals"



Before moving on to Tony Bannard-Smith's article on next page ....I want to give a plug for "REVIVALS". I promoted other companies earlier in the year but they were not that concerned about PR. You see Richard listening to the SU carbs, well, on my TR3A with Weber45s fitted (over 20 years old)...they never idled well and to get the performance you had to lift the revs high before moving away from standstill. Richard drilled and moved the butterflies so that now the carbs idle perfectly and acceleration is the best ever! I do recommend "REVIVALS", Royston, Herts. [www.revivals59.com](http://www.revivals59.com) Tel: 01763-208043 Chris (Ed.)

# Dare to Dyno Test

Tony Bannard-Smith

In June 2019 at 'Revivals', Royston, I gave my 1956 TR3 (TS 10069) its first ever dyno test. It returned a corrected power figure of 70bhp! Never thought it would be as high as that to the original spec. In addition, talking with the testers Richard & Mark, the notes I scribbled in that large space on the invoice were things I could 'still do to make things better'. These were points in addition to the performance measurement, so certainly justifying the £72 outlay. So what else was there to do?

At the Dyno test my engine was:

running slightly rich and at maximum adjustment,

my distributor advance curve didn't seem quite right,

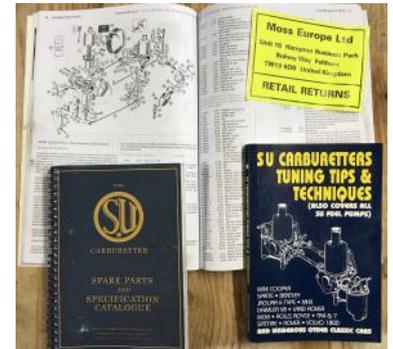
the ignition was just detectably, but consistently slightly misfiring,

my linkage levers appear worn or need adjusting,

my timing was out, but now set dynamically at 24 bt/dc.

Work began in summer 2019 but only completed in Spring 2020 during the first Covid Lock-down.

Dealing with the timing issues, on advice from wise heads on the TR Register blog, I decided not to buy a new distributor, but have my working but worn unit rebuilt. It turned out,



Read up...and feel refreshed!



Give yourself space and keep it clean



Strip out only what is necessary—  
Carbs don't always have to come off



A table height work top allows things to be laid out as you see them

that my Lucas 25D4 unit, and not the usual Lucas DM2, 'came off a TR4' the Distributor Doctor told me. During further discussion, another piece of very enlightening information dawned on us both, my engine is not the TR3 unit TS10430 as stated on the V5. Yes, I have the standard 83mm bore x 92mm stroke, but taking a photograph of the Engine plate with my phone, and then studying it: my engine plate says TS977FR. This is a TR2 Factory Reconditioned engine - which explains why I have the 2 x 1.5" SU H4 carburettors and the two bolt attachments to the inlet manifold.

None of this was a problem for the Dizzy Doctor! The rebuild took care of the shaft wear which was responsible for the consistent but slight misfire. It also took care of the 'strange curve' issue, as the Dizzy Doctor recalibrates each unit to the relevant engine, and sends back a graph of one's own distributor's advance curve – a graph of hand drawn crosses plotted within two tolerance lines. A chart unique to my refurbished Distributor, and £246 well spent.

As the man said, a newly calibrated distributor really does enable a crisp ignition setting point. Triumph, in their wisdom, only put a dimple on the crank shaft pulley and a metal pointer welded to the Timing Chain casing at TDC. No graduated scale in degrees to assist owners... This is where an adjustable advance Timing Gun comes into its own.

With a warm engine ticking over at ~1000rpm, vacuum tube removed and the Gunson pre-advanced Timing Gun set for 10degrees BTDC, the blobs of fresh white paint show up very clearly, and by rotating the distributor back and forth this



Dry assembly—if it looks right—trial fit



Follow instructions with the refurb kit



Take apart and keep the order (RH) so new assemblies follow suit (LH)



Centre the new jet so the piston drops home with a 'chink' sound

gave a clear aligned position. I leave the engine running whilst tightening the distributor clinch bolt so I can re-check quickly and adjust again after revving up as necessary

Before, when tuning with the worn distributor, my final arbiter was a fast road test with a 7/16" spanner in my top pocket. Then out on the road, if I felt the engine was still not quite pulling at maximum capability, although technically set correctly I would pull over in a layby. With the engine still running, bonnet up and spanner in hand, I'd undo the Distributer clinch bolt and (again) rotate the carburettor back and forth to find maximum revs, then back it off a little and retighten. A further fast test usually confirmed the now best 'dynamic setting'. No surprise - I didn't have to do it that way this time.

The last thing to do – the first item on my list – rebuilding the jets on my 2 x 1 ½" H4 carburetters So now in Spring 2020, and coinciding with the car's annual service and the Covid lock-down, I ordered new jet assemblies from Moss, then set about re-reading two very helpful Manuals (see pic 1).

The SU Spare Parts catalogue (now Burlen Fuels) is a brilliant guide to what parts go where and how many of each. The SU Carburettor Tuning guide is very readable. I haven't rebuilt SUs for decades, so as a refresher I read chapter 3: Mixtures and Tuning, then chapter 7: Dismantling and Assembly.

Repeating what's in these journals would be tedious so I'll tell this story through the pictures I took as the rebuilds happened.

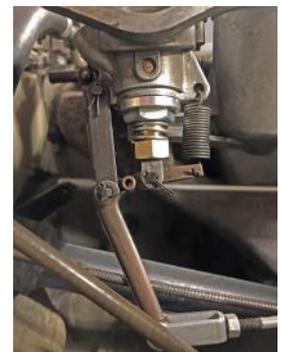
*Tony.*



Level the top of the jet assy with the Carb body



Refit the linkage, replace worn fulcrum pins, adjust cables and rods

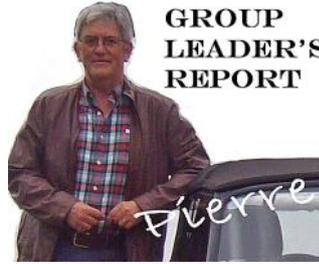


Screw jet adjuster up tight, then back 12 flats and start the engine



Warm the engine, tune per handbook Chapter 3. Go for a Road Test

**GROUP  
LEADER'S  
REPORT**



Just a few words to wish you all a very merry Christmas and a really great 2021. Right now I imagine all we are hoping for is a better 2021 than the year just ending. It's been a bit of a trial but good news all round at last, late and my cynicism is coming to the fore. Anyway, I really don't like this time of the year, especially the past 14 months of being constrained for one reason or another. Plenty to look forward to though, once spring arrives. TR Action continues to excite the enthusiasm, with info about trips to N Spain and the Pyrenees. Trouble is that I haven't been able to persuade my other half that we should do even one of them, let alone both. I think I may have exhausted any enthusiasm related to life as a TR passenger with the Italian tour we did last year. We are both however really looking forward to Paul Hogan's Coast to Coast trip followed by the LVG extension in Wales. Last year's equivalent was very enjoyable in many ways – as I am sure will be my repeat visit to the Le Mans Classic at the beginning of July, this is an experience that will be shared with a few other LVGers, one of whom is a competitor – best of luck Geoff – We'll be cheering you on!!! I will admit to a little regret that this time I will not be taking the opportunity to drive on the circuit. I did this on my first visit 3 years ago and enjoyed every second of it, although Paul my passenger may not agree, especially regarding the second go at the Left bend in the Ford Chicane just before the Dunlop Bridge when I was about 10mph too quick and not on the optimum line. The speedo was well exercised along the Mulsanne straight as well. My final comment on this trip is to mention fuel consumption – down to around 17mpg for the circuit laps and a few miles before and after.



At least there is now a little light at the end of the tunnel- thanks to Pfizer and bioNTECH in Puurs, Belgium. Mention of 'tunnel' raises the spectre of potential difficulties with actually maintaining the vaccine at very low temperatures should there be any delays in crossing La Manche. But then we are frequently told that all systems will be in place and OK by 1<sup>st</sup> Jan. so I don't need to be concerned do I? After all this country has a reputation for delivering major projects on time doesn't it? (Sorry but it's late and my cynicism is coming through).

At the risk of labouring the point too much, I've been struggling along with the Winter Table Top Rally organised by the HERO/ERA organisation. This comprises daily challenges to plot routes on OS maps (provided) when the route instructions are given in different methods. My current problem revolves around what is the difference (on a map) between 'keep left' 'Turn left', 'Fork left' - not easy to explain when not face-to-face, especially when keeping left is in effect 'straight on'. The required route instructions looks like this: **KR, KL, KL, TR, KR, XrdSO, Stg Xrds TL . . .** When you get 60 of these in a row and some uncertainty on what to do in the very first mile of the route, it becomes quite challenging. There are two mottos I remember from my early months in the RAF and I frequently find them highly relevant and useful



in life in general: 'Perseverance leads to success' and 'Never assume-check!'. Many are the times these have come to the rescue.

Just a couple of things before I finish: Keep producing the articles for Trunnion, Chris is doing a grand job - bringing TRunnion out every 4 weeks or so but we need to keep his 'InBox' full. The variety of material is quite wide and always a good read. I particularly like Julian's story of his engine refurb – no doubt with the help of Magda escaping from expanding her Xmas culinary expertise, not to mention expert photography. Who would have guessed that Mutterings would always keep my interest as much as it always does. Our members certainly have a lot of interesting history and not only TR or automotive in nature.

Finally, thank you to all who have purchased the 2021 LVG calendar –just 8 left as I write this, which is not surprising given the fantastic value for money. You may think it a little early to bring this up, but there will most likely be a 2022 calendar but only if we get some good photos of LVG cars. As always we depend on photos from all LVG members of their cars. This time however, the request is slightly different. Instead of asking for photos taken during the year preceding the calendar, I am asking for you to send in what you think is the best photo ever taken of your car. Send more than one if you wish, as 'best' is a very subjective and personal opinion. It doesn't matter if it has already featured in previous calendars or TRunnion or any lesser publication.

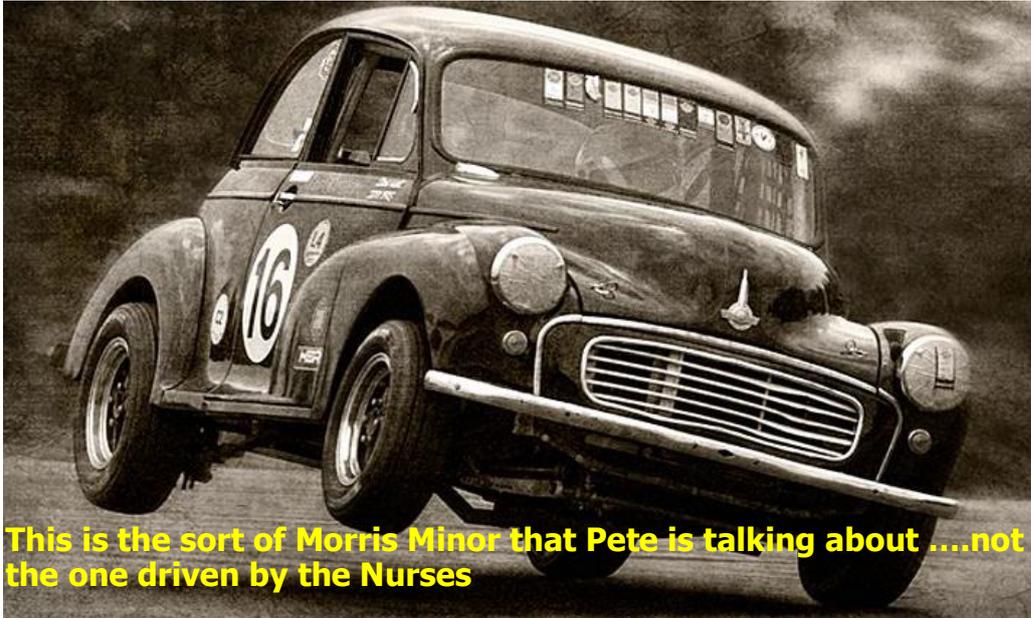
After all that, enjoy Christmas, get your TR out of the garage and enjoy the fresh air, the car will survive the trip probably better than you will, even if your heater is working as well as it should. TR travelling is a Covid-safe activity, especially with the roof down!

*Pierre.*





# The Matteringings of Mancer



This is the sort of Morris Minor that Pete is talking about ....not the one driven by the Nurses

At this time of year, it is often the custom to do a review and take a look back at the various happenings and events of the last twelve months. Unfortunately, in 2020, the square root of b\*gg\*r all has taken place in the classic car world.

So, to end a year where my TR has done its' lowest ever annual mileage, I thought instead I would look back over the 28 years of my TR activities, and pick out some of those embarrassing or awkward moments (we've all had them) for you to relish.

**1993 (in the shared TR6): Haynes/RAC 2-Day Classic** – this was our first ever classic tour - the car was lapsing repeatedly onto five cylinders and had a sticking throttle. We were passed by a Morris Minor on the straight at Castle Combe circuit, and even then slowing for corners was an interesting experience.

**Norwich Union Classic** - slowing for corners at the Silverstone circuit was even more interesting, as we had six working cylinders but still had the sticking throttle.

**1994 (in my TR4A from now on): Haynes/RAC 2-Day Classic** again – our first tour with the 4A – I must have been too enthusiastic around Castle Combe this year (see photo), as the near side rear wheel needed tightening up on the run home.

**Triumph Continental Tour** - first foreign tour and first event with folks from LVG – arrived in Boulogne town square for a civic reception with the exhaust dragging across the cobbles ("pardon, monsieur le maire, mon TR est un peu fatigue").



**1995: Haynes/RAC 2-Day Classic** yet again – no problems with the TR, but I swear that the hotel we stayed at in Torquay was the inspiration for Fawlty Towers. Driving across Exmoor in the falling snow, we found a Jaguar C-type open 2-seater sideways across the road, apparently crewed by two abominable snowmen.

**Haynes Falling Leaves Tour** – at the finish at Sparkford, I found that my wife Sue and her crew in the Minor Traveller had performed a “racing change” along the way, and they took the Best Costume award (see photo).

**1997: Devon Classic Tour** – during the day we wondered why many people were wandering around looking rather subdued and concerned, and then we found out at the finish that Princess Diana had died.

**Haynes Falling Leaves Tour** again – first tour to be allowed up the Goodwood hill climb course used for the Festival of Speed – to this day, my wife maintains that, three-up in the Minor, she was baulked by an AC Cobra on her run.

**1998: TR Tour of Ireland** – lost count of the number of times it was “hood up, hood down, hood up again”. This was my introduction to Irish whiskey in Donegal - however the LVG Group Leader outdrank me in Guinness in Galway.

**1999: Haynes/RAC 2-Day Classic** – set off from home for the start at Haynes Sparkford - just three miles down the road, battery failure – managed to get a new battery from Halfords and then “pressed on” to arrive at Sparkford just in time.

**2000: Haynes 2-Day Classic** – five laps around Donington Park circuit was most enjoyable (although I don’t think Sue enjoyed it as much) – managed to catch the Aston which had started a minute earlier – car was a trifle warm and the carbs. needed tightening up on the manifold afterwards.

**Holiday to Brittany** – I managed to slightly crease front wing and bumper boarding the ferry at Portsmouth (clot!) – parked on lower deck coming home.

**2006: CACCC Tibbles Tour** – caught by a speed camera in 30mph zone – no excuse as I had driven around the route already assisting the route planner!

**2007: CACCC Springing Up Tour** – first event after full engine rebuild over the winter by Pete Cranwell – more “oomph” noticeable even driving gently.

**TR International Weekend at Great Malvern** – we managed to get as far as Tewkesbury before noticing the low-flying rescue helicopters – beaten by the floods.

**2010: Triumph Marque Day at Prescott** – fuel vapourisation & misfire on both runs up the hill! – good off the line, change into 2<sup>nd</sup> and then spit/splutter/cough (the car, not me).

**2014: CACCC Tibbles Tour** – Car of the Day award on 70<sup>th</sup> birthday!

**2015: CACCC Falling Down Tour** – puncture & wheel change before breakfast!

**2017 (a year of incidents):**

**CACCC Springing Up Tour** – condenser failure (luckily the day before the tour).



**LVG M3 Tour** – driving solo and set off from lunch halt first – then brought to a halt by h/t lead failure near Chatteris – rescued by LVG recovery crew, Phil, Chris & co.

**Nelson County Tour** – choke stuck open on run up to the start in Norwich.

**CACCC Falling Down Tour (Isle of Wight)** – distinct smell of petrol caused by hole in fuel pipe – Mike M-D (North London Group) contacted Pinky (IOW Group Leader) – replacement section of pipe fitted by Pinky in his well-equipped garage.

**2018: CACCC Springing Up Tour** – first event with SU carbs, replacing old Strombergs – all previous fuel vapourisation & misfiring problems solved.

**2019: CACCC Springing Up Tour** – clutch reservoir leaking at start so no clutch initially – further supply of clutch fluid courtesy of the Classic Motor Hub at Bibury.

There must be many LVG members with similar tales to tell – let's hear about them.

Now of course, the question is whether we will be able to do more TR miles in 2021 – as many of us in the classic car fraternity are in the senior age group, at least we should be fairly early in the queue for any vaccine.

Finally this month, assuming that you are going to purchase the 2021 LVG Calendar, on the cover you will see a certain TR4A, fitted with a face mask. I would just like to point out that the credit (?) for the idea must go to my wife Sue – apparently the phrase "it's nothing to do with me" is a regular comment of mine, and that certainly applied here. Not only is the photo in the calendar, but it has appeared (twice!) in TR Action issue 325 – how do you go about getting royalties?

Compliments of the season, and all the best for 2021.

*Pete.*





As you will have read in *TR Action*, **Rally TR Pyrénées 2021** is the follow-up to our hugely popular **2019 TR Liège-Brescia-Liège Rally**. This time we will tackle the Pyrenees, starting at Toulouse in SW France and finishing close-by at Carcassonne (there will be a truck from UK/Calais to take your car there and back if you'd like to fly down). The route meanders along tiny and long-forgotten passes, as well as ones better-known from the Tour de France etc, in stunning scenery and staying at characterful local hotels, before crossing to Spain and more beautiful passes, all on incredibly quiet, great driving roads. We touch the Atlantic coast at San Sebastian before heading inland for more amazing scenery, roads and race circuit tests, plus wine tasting and a vineyard stay in glorious La Rioja, and unspoilt mediaeval castles and citadels of northern Spain, until we reach the Mediterranean coast at historic Tarragona. From there we head north again, through the remarkable Principality of Andorra (and our highest stay, at a fabulous Alpine-style hotel full of motoring memorabilia) to more passes and the triumphal entry into the normally-closed mediaeval citadel of Carcassonne, staying at the finest hotel within the walls. We have split the route into nine driving days, seven of c200 glorious driving miles each, two shorter with more time off to explore, with fascinating visits along the way. All accommodation and almost all meals are included in the entry fee, along with route, maps, our unique fun competitive formula with navigation and circuit tests, and mechanical back-up from a fully-equipped RAC van and its very experienced, car-mad crew.

We have maintained close contact with them through this difficult summer, something they have very much appreciated. As a result, they are very keen to look after us. One unfortunately did give us concern on the financial front, so we have replaced that hotel on the outskirts of San Sebastian with the absolutely stunning sea-front Hotel de Londres y de Inglaterra, where we know from past experience you will have an exceptional stay.

The end of Covid19 is not yet a foregone conclusion, so be assured that, if there is a problem that prevents the event going ahead, we would not cancel - we would postpone the event for 12 months, and undertake to transfer all paid-up entries at no additional cost. If anyone could not make those new dates, we would first offer them a transfer to another comparable event. If that was also impossible, we would make a full refund.

We do have a much more lenient refund policy than other rally organisers, so you can withdraw for whatever reason up to June 1, 2021 with minimal penalty. We do all we can to help if people find themselves unable to come after the deadline, but especially in the current situation we strongly recommend everyone has travel insurance, in case personal circumstances force late withdrawal. We have just renewed our personal travel insurance through AA, covering a family of three for all-world (except N America) multiple trips of up to 30 days each - it includes cover for cancelling trips if Covid rules (or personal infection) prevent one going: it's gone up from c£150 to £180 but still seems excellent value for the peace of mind.

Whatever happens, our aim is to give everyone the rally they sign up for. We already have a terrific entry of TRs - the list below is almost full so if you're not on the list, get your entry in soon to avoid disappointment! Given our generous refund policy, it's definitely best to get entries in this month if you can - let us know if you need a copy of the brochure and entry form.

We very much hope to meet you in Toulouse in October, and share an unforgettable TR adventure together.

All best  
 Malcolm  
**Malcolm McKay**  
 MD, ClassicRallyPress Ltd  
 Steps Farm, Brook St, North Newton TA7 0BL England  
 Tel 0044 7711 901811  
<http://www.classicrallypress.co.uk>



# The beauty of the beast

**Arguably the fastest Triumphs ever made on four wheels, the Grinnall TR8s combined brutish looks with aggressive performance from tuned Rover V8 engines ....all kept under control with bespoke suspension upgrades and parts from the Rover SD1.**



The Grinnall story begins in Bewdley, Worcestershire, where a young Mark Grinnall had started his engineering career as a toolmaker with a very keen interest in motorbikes and fast cars. Mark bought his first TR7 through a motocross contact involved in car salvage. He repaired it and ran it daily but was surprised at two issues. The first, how rusty the car was after only 4 years and the second, how little power was emanating from the TR's two-litre engine. So the quest to improve the car began.

In 1982, Mark Grinnall bought a left hand drive convertible shell for a TR7 and a Rover V8 engine and set about learning the details of how the TR7 went together and how to recreate the factory TR8s. What was created was a V8 powered muscle car and the 22 year olds interest was sparked.

This was also the 1980s, when aftermarket body kits were all the rage, especially for owners of Fast Fords. However, nothing existed for Triumph's now discontinued TR7. Furthermore, the Rover V8 in standard tune was never going to be enough to keep people buying TRs over Porsches or TVRs ..so more power was needed, far more than the standard shell could cope with; so reinforcement was a must.

Occupying several buildings on his father's farm, Mark eventually took over the premises when his father retired and Grinnall Cars was born. Between 1985 and 1994 Grinnall Cars converted over 350 customer's TR7s to varying degrees of Grinnall specification.

The body modifications that Mark Grinnall's enterprise carried out on customers TR7s developed gradually over the years, with each new step becoming more ambitious and flamboyant than the last. Initially, during stage 1, these body changes were little more than a front spoiler with an engine and braking upgrade. Stage 2 saw ambitions grow with customers being offered Rover SD1 rear lights, oversized sills and flared wheel arches. Underneath, Grinnall Cars were adding rear axle and suspension upgrades whilst inside customisation of the interior was also developing.

It was in the summer of 1992 that the subject of our particular Grinnall story was conceived when a Mr.Pianoski of Mould in North Wales commissioned Grinnall Cars to produce one of their most extreme body customisations yet. Later to be known as the Stage 3 body style, very few were constructed due to the large cost involved.

Little is known of DDK 150 W before it was 'converted' by Grinnall Cars. The VIN number seems to suggest it was a 1980 Canley built convertible in Carnelian Red but scant information exists and the records kept by Grinnall were hand scrawled invoices at best.

Grinnall were proud of their tuned high capacity Rover V8 engines. Based on a new Rover 3.5 litre unit, the engines were stripped and rebuilt. The old liners were removed and the aluminium block bored to take a larger diameter cast iron sleeve. The crank was then tufttrided and stroked to give a maximum displacement of 3998cc. The whole engine was balanced and a John Eales 101 camshaft fitted. To further compliment this work, the cylinder heads were blueprinted and gas flowed. The result of all this ingenious tinkering was a 300bhp output, which translated to 250 bhp at the rear wheels running a Holley 390 carburettor.



Grinnall had managed to bring this humble Triumph TR7 out of the doldrums and into league with the big boys from Germany and, erm, Blackpool.

One does not simply bolt in all this power to a standard TR7 though. The shell must be strengthened to deal with this grunt and this is where Grinnall Cars set their conversions apart from the rest. At this point, a myth must be dispelled. Although the Grinnall body styling employed a Kevlar reinforced GRP front spoiler, the rest of the modifications were all steel. They were an integral part of the bodyshell structure, welded in and this Grinnall is no different.

The all steel body styling was designed first and foremost to stiffen the convertible shell by doubling the cross section of the sills to allow room for a wider track by adding wheel arch extensions but soon developed into a styling upgrade as well. The sills and arches were made of 20g galvanised steel and a quick inspection of the cars sills to this day will still reveal the flecked patterning of treated steel.

The car was stripped to a bare shell, acid dipped and then any rust repairs or re-panelling carried out before the extra bodywork was added. Once the all steel body styling was welded and sculpted into shape, the joins were blended in using filler ....acres of the stuff! The shell was then prepped and painted with tein-pack acrylic paint, before the shells were injected and ready for re-assembly.

At this point our Grinnall received further customization and to the casual TR7 owning observer, the underneath of this Grinnall would seem like unfamiliar territory. The front suspension struts were discarded and replaced with modified units from a Rover SD1. These have the advantage of having bearing top mounts and a widened track of three inches plus the bolt on option of four pot vented calipers from the Rover SD1 Vitesse. The Rover SD1 parts bin was robbed again for a power steering rack but this particular Grinnall unusually uses a genuine factory TR8 subframe to mount the V8 engine.

Towards the rear, all the standard TR7 suspension mounts are ignored and instead, a Rover SD1 rear axle is used, which widens the rear track by a whopping five inches. Furthermore, by using the Rover SD1 drums with 4-speed TR7 wheel cylinders, improved braking to the rear wheels is achieved. Lateral location of the axle is taken care of by a rather crude panhard rod arrangement, whilst a pinion extension (or torque tube) combines with Rover SD1 trailing arms to locate the axle longitudinally. Drive is taken care of by one of the shortest hardy-spicer prop shafts known to man. The fully adjustable coil over suspension of beautiful simplicity controls all of this with brackets mounted in the top of the rear wheel arches.

If you have gone to all the expense and effort of upgrading the underneath, you really ought to have something to show for it inside and this is where the Grinnall conversions excel. The tan tartan interior that the car would have originally been lavished with was discarded and in its place, deep pile Wilton wool carpet. Black leather seats with clip on headrests, leather trimmed dash panels, door cards, armrests and even a fully carpeted boot. All this is topped off with a Personal steering wheel, boot spoiler and a rollover bar. Using Rover SD1 axles also means 5 stud hubs and our Grinnall was fitted with 5 spoke Compomotive alloys from the Grinnall Cars vast range of wheel choices that fit nicely within this TRs ample posterior.

The result of all this is a premium feeling vehicle, which is just as well because back in 1993 when the first owner took delivery of this Grinnall, the final bill was an eye watering £16,500 ...and you had to supply the donor car in addition to that.

The mind boggling wide and aggressive stance soaks up the power admirably and with the suspension and brake upgrades creates a car with a pace of license loosing proportions. Collecting too many points from the Police was in the end too much of a fear for the next owner of this Grinnall and eventually, in a bid to retain his driving license, the car was retired from service with just 24,000 miles on the clock. The next few years were spent in Mouldsworth Motor Museum in Cheshire, where the car attracted the adoration of numerous school trips in its position next to a V12 Jaguar E-type ...and there it remained, sadly in fairly damp conditions.

*With thanks to Phil Horsley, Grinnall Registrar—TR Register ....for the following images of the variations of Grinnall Cars :-*



*FHC Body style 4: 2+2 280bhp*



*Grinnall Demonstrator—rounded body style 2+2 320bhp*



*Body style 2: painted bumpers (sadly scrapped)*



Eventually the museum, which was based in a converted Water Tower, refreshed its line up and the Grinnall ended up on a driveway, under a cover in Warrington, with the daughter of its previous owner who had since passed away. The car was in need of quite a bit of re-commissioning, but after negotiating the purchase of the car in 2008, the Grinnall returned to the road under the author's ownership.

It wasn't my first Grinnall, that honour was bestowed upon a metallic purple convertible. One of the company's more unusual conversions in that it had a flush rear profile with deleted bumpers and even more unusually retained the 2 litre 4 cylinder engine, albeit significantly tuned. I was keen to graduate to a V8 though and the extreme, brash styling of DDK 150W appealed to me. Over the past years of ownership, it has gone from living out on the drive as a daily commuter to a cosseted life in a garage.

In that time she has covered over 40,000 miles on trips to Le Mans, camping trips, holidays, various shows, tours and TR Register events and a number of track days as well. DDK 150W won her class in numerous Autosolo's over the years and in 2012, completed the Club Triumph Round Britain Reliability Run ...raising money for the MIND charity. Various upgrades, repairs and remedial works have been carried out over that time until, in late 2014, some serious corrosion had set in and more drastic restoration was required. That restoration involved new front and rear floors, spare wheel well, inner sill repairs, rear panel repairs, inner wing and turret repairs plus refabricating the trailing arm mounts and bulkhead area near the floor joints.

The years of being stood in a damp museum, then abandoned under a cover outdoors before many more years of enthusiastic use on my part had taken their toll ...and to be honest, she was on the brink, balancing on that delicate cliff edge that so many classics find themselves on at one point or another. However, today this Grinnall is growling once again - stronger than ever and after over a decade of adventures is as full of memories as it is short on subtlety.

The custom car company that created this beautiful monstrosity went on to develop the TR7 to the n'th degree with the "Round Style" body shape using Volvo front lights and Ford Orion tail lights with a Kevlar reinforced body. They were also responsible for a Jaguar V12 powered version...not to mention the numerous 2+2 conversions they carried out for the wedge owner who found himself with responsibilities of the child variety.

Eventually though, during 1994, the Triumph TR7 had more or less faded away from the public's consciousness and it was time to move the business on. Today, operating from the same part of the world, Grinnall Cars are still very much in business ...creating three wheel BMW motorcycle based specials such as the Scorpion.

Love or hate what Grinnall Cars created out of the TR7, the legacy they left is two-fold. Firstly, although British Leyland gave the TR7 and TR8 the last roll of the dice way back in 1982, the work of Grinnall Cars kept the brand in the aspirational thoughts of sports car lovers for a further decade or more. Secondly, that the development of the body styling, trim and performance best represents what wedge enthusiasts could have enjoyed had Triumph not been so bound up with financial and industrial strife. **The Grinnall is the epitome of what the TR7 could have been, or maybe what the TR9 would have been.**



Original Ultimate Grinnall V12 5.7L  
485bhp



Ultimate Grinnall now with XK130  
engine, now drifting in Austria



*Wayne Scott.*

*Phil Horsley.*



With thanks to Howard Pryor for sending this photo of his TR8 ....which is No.9 of the 18 UK build cars.

Howard won the "Masters" trophy with this TR

Hi Chris, Following your request for TR photos, I only have a few of my TR4. They show some subtle changes I have made to improve it (back to 1962 spec).

The light blue TR4A is not a club members car but someone I met in Somerset (as you do) ...and the red MGB is my wife's (sorry).

*Graham Teeson .*



**Update on "TERI" the TR3A .....** During Lockdown V1.0 Teri received the successful addition of some tonneau cover door pegs. So what has Lockdown V2.0 had in store for "young" Teri ?

- 1) Exhaust leak repaired
- 2) Wind wings added
- 3) Broken side-screens thrown away
- 4) Useless dealer fitted screen washer removed and discarded
- 5) Hood replaces tonneau cover until the clocks go forward next March
- 6) Headlamps replaced with H4's with sidelights
- 7) Indicators now have amber lenses fitted.

Whilst some poetic licence has been taken with the allocation of the above jobs at least they have now been done ...and now that the weather has turned colder I must pump up the tyre pressures. Next Spring I may bite the bullet and replace the windscreen with some aeros ....do any of you out there have any experience of this task ?

*Ian Finn .*

Hi Chris, These are the TR2 panels that we have for sale from the restoration of PKV 373.

Bonnet: £300. Good condition but we have retained the rear leading edge reinforcement pressing to strengthen the new aluminium bonnet. Boot: £250. Bead blasted ....some minor repair work required. Our bodyshop man would do that (at his cost). You can see that previous 'restorer' brazed everything. Spare wheel cover: £125 bead blasted , good condition. *Geoff .*



Contact Geoff Gordon E: [Geoff@gordonshome.com](mailto:Geoff@gordonshome.com) T: 07702124346



# 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)***

Preferably, please EMAIL your Order to Phil Sanford ....and include your full Name and Address + how many copies you would like :-

**E: [p.sanford051@btinternet.com](mailto:p.sanford051@btinternet.com)**

**Payment via Bank Transfer to: "TR Register Lea Valley Group" Sort Code: 30-96-26 Account No: 57326760**

**Alternatively, post your order to: Phil Sanford, 19 Fishponds Road, Hitchin, Herts SG5 1NR Cheque payable to "TR Register Lea Valley Group"**



# 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 4

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.

The journey to Racetorations was uneventful, although I do NOT recommend transporting your engine in the back of your car with you. If I had had an accident, it could have been curtains, but there was no other practical way of getting it there from central France. Thankfully, on the way home, we had a trailer; much safer.

Now the real work begins, stripping down, stripping down, and more stripping down. You have no idea how many parts there are until you start stripping down!



The first thing we do when we arrive is mount the engine onto an engine stand. This is a relatively simple contraption that allows you to suspend the engine, gaining all-round good access. It also allows you to turn it upside down pretty easily. In fact, apart from when the block itself is restored, the block will stay attached to the stand for the whole renovation process.



Remaining ancillaries and end plate removed. Working in an engine shop, where obviously more than one engine is being worked on, it is important to separate parts and label them where necessary. Two to three shelves or storage are the order of the day, and if parts are extremely dirty, careful cleansing with fuel (kerosene is ideal) or a specialist cleaner is a good idea, just to try to keep the dirt levels down. Obviously not dirt whatsoever should be around when reassembling so keeping “dirty” parts away from “clean” parts is essential.



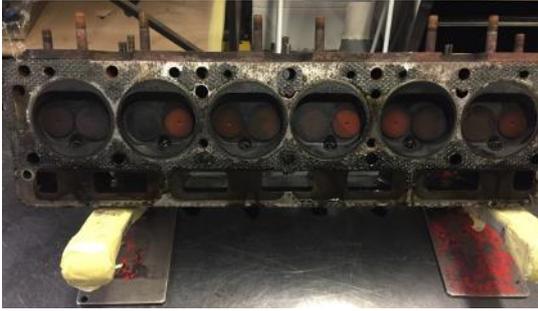
Rocker cover off. Whilst I had had this off before to do the tappet gaps, I has used some blue hylomar to seal it afterwards to try to prevent oil seepage. This has worked, although not an ideal solution, but it did make it slightly harder to remove the rocker cover this time round.



This photo shows the rocker bar removed. Owing to the compression of the valve springs, this is not and slam-dunk and care must be taken not to bend the bard either during removal or re-assembly. Bolts should be loosened bit by bit (a half turn at a time at first), starting in the middle and moving out alternately to the right and left. If the nuts were numbered 1-6 form end to end, the sequence would be 3,4,2,5,1,6. Then repeat using the same sequence until all are loose. Once the initial pressure has been slackened, more can be done at a time, but it is better to be safe than sorry and all parts should be kept until replaced, even if you know you will replace them.



Removing the cylinder head can be a tricky business and whilst mine was not easy, it was far from the worst. 80 pound/feet of pressure locks the cylinder head down to the block and after up to 50 years of this pressure, they become attached! When separating, great care must be taken not to damage either face (block or head), again even if you intend to work on them afterwards. Specialist tools are available to assist the process but whatever you do, do not bang a metal chisel between the faces to split them! There are specialist tools that look like chisels for this purpose but they are designed not to damage the faces. Even then, great care is required. In general, this photo shows reasonable condition of pistons and cylinders.



The cylinder head is placed on special frame with cushioned support attached by masking tape. Again, great care must be taken not to damage the faces. A good view of the valve here with the inlet valves slightly bigger than exhaust valves; not how they “exchange positions” cylinder to cylinder to allow three pairs of inlets, and two pairs of exhaust to sit next to each other. You can also see the holes at the bottom of the photo through which the cam lifter rods protrude.



At this stage it is not know whether new cam-followers will be required or not (it is thought we will probably replace anyway) but just in case, they are all numbered so they can go back in the same order later if required. The underside of these “cups” are the faces that are in direct contact with the camshaft, and in which the lifter rods sit, that are pushed up by the cam in order to lift the rockers, that in turn open the valves. The “shape” of the camshaft, which you may have heard talked about, is what determines when the valves open and close, and how long they are open for, using this mechanism. This in turn determines how much air/fuel gets in and out, which impacts both power and fuel consumption.



These are the studs that hold the head to the block. These will be replaced with new but if we had been re-using, we would need to be careful how they were removed. “Double-nutting” is the first method to try where two nuts are screwed together on the top so they don’t move, the to use the lower one to unscrew the stud from the block. Very often, they are in so tight that this does not work, requiring instead a stud remover tool. These tools norally do the job but destroy the stud resulting in the need to replace anyway.

Next time, a first look at the crank, con-rods and pistons. In the meantime, **MERRY CHRISTMAS AND HAPPY NEW YEAR!** See you next time on ... Following in his Grandad’s Footsteps.