



TRunnion

Communicating with Lea Valley Group and the world

stay safe with your TR

202103 MARCH

You can also read this on the TR Register Lea Valley Group website



One day we will return to HQ : The Cock Inn, 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 Inngiving 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. All subject to law of the day.

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

Editorial ...

A larger mug of coffee at the ready ...hope you can make it to page 30and thanks to Wayne for more space for Trunnion to grow. Great to see new contributors each month , including Nelson Moody with notes from his workshop plus this month we really do have a postbag to fill the Letters page.

Brian has dived into his archives and this month reports on the Evolution of LVG Communications ! The Events Team keep us looking forward to better times ahead and meanwhile the Zoom Quiz nights are enjoyed by many.

With all the TR inactivity, my TR3A refused to start recently and being in a damp garage with petrol tank down to quarter full, I decided that old petrol + a certain amount of water evaporation inside the tank was the likely cause. I added a dose of octane booster and two cans of ultimate petrol and after a few coughs the TR started and soon settled into a perfect idle. With the TR now on the drive, smiling happily ,I suggested to Pat that now would be a good time to drive out locally for our daily walk. Yes, the circular route may have been a little longer than normal but I always feel that the TR is not fully warmed up until I have clocked 10 miles. Smiles all round as I drove back into the garage as the dial turned to read 29 miles. I don't feel too guilty when you see the traffic on the 'A' roadsnot all are working and many look to be driving beyond their locality.

Next month we hope to see Part 6 of Julian Hensman's story in the Footsteps of his Grandad and Nick Amey will tell the story of his Triumph Spitfire racing in 1970. The number of pages depends on you and it is certainly encouraging to receive "Letters" via email.

Stay Safeand we are all still counting down to a hopeful Summer of meeting up and TR motoring.

Chris .

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*NO deadline date ...just
Write Now and your words
will appear in next issue*

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

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

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

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

REMEMBER : All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : trr.lvg@gmail.com

Disclaimer The TR Register wish to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company, or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.



Latest news from Dave Powell is that his well known yellow TR6 has now been sold and will be moving to a garage in Cornwallto lead a new life alongside two classic Aston Martins.Dave's TR6 is a shining example of converting a strangled USA car to a reliable and more lively UK type TR6. Please take a look at the LVG website and refer to Trunnion 20204 to read again Dave's "Back from the USA" feature. In the article he says: *The TR now only goes out on dry sunny days and I am sure that the rain we drove through in Wales last year (2019) during the "Coast to Coast" trip was the first the car has ever seen.* Not long after getting the TR back on the road, Dave developed MS and found it difficult to drive the car but he still enjoyed the navigating with wife Jane and friends taking on the driving.

I keep thinking I need to sell her to somebody who can enjoy the drivingand get myself an automatic classic to get out and about inbut after 31 years, albeit mostly in bits, it will be hard to say goodbye.

Thanks Dave & Janefor breaking up that sea of red TRs in recent years and we look forward to seeing you both at "The Cock" as soon as we can safely meet outside. Cheers to you and the famous yellow TR6.





Hope everyone is well.

We would love to be openbut just waiting, as everyone else.

We have knocked the garage down, so the TR barn is now nearly twice the size and all windows and doors to the car park are in place. Can't wait for the Summer !

Keep safe all of you,

Nick & Michelle

Dear Chris,

(from Nick Amey)

Thanks for your email requesting articles for Trunnon. In 1970 I raced a Triumph Spitfire. I know it's not a TR but it's the nearest thing I had at the time! Thought elder members might be amused at reliving what went on in those days. Won't feel in the slightest upset if you decide not to publish. It's been great fun remembering the various happenings and putting them down on paper for my boys. So please don't feel any obligation. Kind regards, Nick



Ed : Thanks Nick for your Spitfire racing story with photos. Space limited here, so will appear in April issue. Excellent TR3A you now have



Update No.2 on "Teri" the TR3A

Last Friday I had my first AZ covid jab & chose to take Teri in place of the Eurobox. With just wind deflectors (i.e. no sidescreens) it was an interesting journey on a cold overcast day. In Legrave High Street, I even got a friendly wave from a stranded motorist and a policeman. Arriving at the vaccine centre, I was greeted with the words "you made it!" Have they no faith in Triumph 1959 quality control ? Whilst awaiting my jab the heavens opened and Teri got wet—both inside and out. The journey home was also eventful. There was an intermittent screeching sound from the front of the car. It appears not to be related to engine speed, so what is it? Brakes? Transmission? Body panels? Any ideas would be welcome.

Ian Finn (11 Feb '21)



Ed: Thanks Ian and what an adventure. Anyone have screeching ideas ?

Dear Editor, I am writing to express my concerns regarding the content of some of the pages in the LVG 2021 Calendar. Although the calendar is superbly produced, certain images are in somewhat doubtful taste, in my view. On the cover, there is a picture of a TR4A fitted with a face masksurely this is not taking the current pandemic situation seriously? Whoever arranged for this image should be castigated. Turning to the February page, there is a picture of a gentleman (judging by the hairy knees) driving his TR attired in shortswhatever happened to required standards of dress in the TR fraternity? The March page shows us a view of a gentleman's posterior, complete with the inevitable display of bare skin between shirt and trousers. I appreciate that he was examining the underside of his TR, but really do we need this sort of image? I have not yet had the courage to explore further this year's images, but trust that standards will be raised when considering production of the 2022 Calendar. I would ask you to forward my concerns to those responsible.

Worried of Welwyn .

Zoom Quiz : LVG v Camb Followers

Thursday 25 February ...



LVG managed to win this Zoom Quizand it sounds like the ladies saved many gentlemen's blushes on some of the questions. 35 members took part. Thank you all,

Mike.



**Zoom
along
to the
next
QUIZ
on
25
March**

With thanks to Neil for allowing me to use bits of his artwork as well as the complete creation

Hannu Mikkola, rally legend ...

Hannu Mikkola sadly died 26 February 2021 age 78



Along with Timo Makkinen, Hannu was one of the original "Flying Finns"

He retired from rallying in the 1990s but can still be counted amongst the top 10 most successful rally drivers, with 18 World Rally Championship victories. Hannu won the 1983 WRC in an Audi Quattro but also finished runner-up three times and third three times.

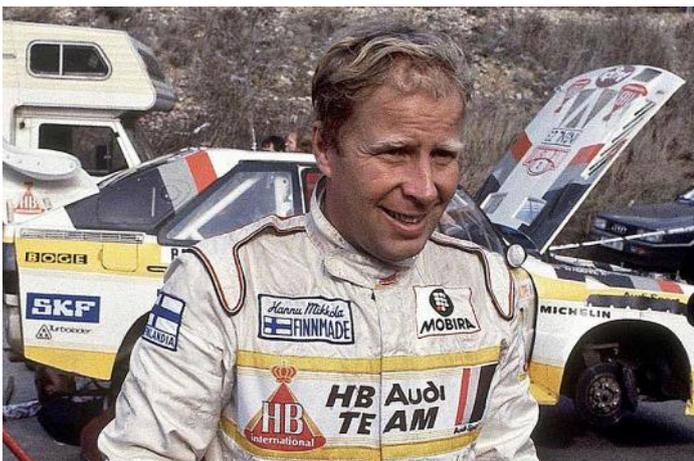
During the 1970s he was part of the Ford works team and in 1972 he won the East African Safari Rally in an Escort RS. His first WRC status win came in the 1000 Lakes in 1974 in another Escort. In 1975 he triumphed in Morocco in a Peugeot 504 before winning the 1000Lakes again in a Toyota Corolla. Back driving for Ford in 1978 with a MkII Escort RS1800 he won the RAC Rally and took two more podiums to finish third in the points race, with Arne Hertz now established as his co-driver. 4 wins in 1979. He also drove a Mercedes 450SLC to 2nd in the Safari Rally ...with 2 more podiums in this car in 1980. He also rallied a Porsche 911 in the Monte Carlo and a Toyota Celica in Finland, again finishing as runner up in the points race.

He helped develop the Audi Quattro with four wins during 1981 and '82....but it was the 4 wins and 3 runner-up finishes that gave him the title in 1983 (despite four retirements).



The following year, one win and seven other podiums resulted in yet another runner-up finish in the points race. The Group B cars arrived to compete with the Audi 'pioneers' and Hannu drove the new short wheelbase Quattro which was a tough car to handle. With Group B finishing in 1986, Hannu now had to drive the 200 quattro in Group A. He then went on to win the Safari in '87 followed by a third place on the Acropolis. Late in his career now, Hannu then had four seasons with the disappointing Mazda 323s.

Hannu Mikkola's final WRC outing was in 1993 on the 1000 Lakes Rally, where he drove a Toyota Celica Turbo to seventh place, at the age of 51.



Events for the coming Months

We now have a roadmap for the lifting of C-19 restrictions and this has resulted in the cancellation or postponement of several events. The good news is, that there is light at the end of the tunnel and it is not a bloke coming the other way with a torch! It should not be too long before we are out and about in our cars without worrying if we are on an essential journey.

The Practical Classics Restoration Show has been cancelled and will now take place next year on the 18th – 20th March, one for your diary. The MG and Triumph Spares Day has been postponed until 22nd of August which is the weekend after the TRiumph and MG weekend. I think this will have the effect of the attendance being much reduced as many of the major suppliers will be at our show the previous weekend. There are just so many spares and tools we can buy in one month! Also cancelled is the TRR 50th Anniversary Eastern Area Gathering. This will now take place sometime next year to fit in with the TS2 tour which has also been cancelled this year.

Sadly, it looks like Drive It Day will not involve a group drive out but we are having a modified DID, take your TR for a drive and photograph it at a suitable location. Details of where to send your photos and what we are going to do with them are detailed elsewhere in this edition of TRunion. Don't forget to purchase your DID charity rally plaque from www.driveitday.co.uk/shop the cost is £10.00 with half of that going to Childline.

A new event for your diary is Motofest '21 on 20th June to be held at Shuttleworth. Tickets, which need to be purchased in advance, cost £20.00 per car and include occupants. Entrance price covers access to all of the Shuttleworth attractions. This event is being organised by Auto Anonymous run by one of our members Sham Singh. <https://www.eventbrite.co.uk/e/motofest21-fathers-day-at-the-shuttleworth-collection-tickets-142151016517>

Several of us are booked into the Abbey Hotel in Malvern on the Friday and Saturday night of the Triumph and MG Weekend and if you need a room it would be best to book early. It is hoped that a meet up area can be arranged at the showground during the day where any LVG member attending can have a catch up and maybe some refreshment. Possibly if you are staying elsewhere in the area, we can have a group meal one evening. Just let the Events Team know you are going and we will try and organise something.

If all goes to plan, final restrictions will be lifted on Monday 21st June, we are therefore proposing to move the date of our normal June meeting to the 4th Sunday of the month the 27th June. To encourage attendance at what will be our first proper meeting for months it is proposed that a buffet will be provided to welcome all group members who attend. If you are really lucky there might even be a raffle! Further details will follow in the coming weeks.

There has been a good response from those who would like to go to the Festival of Transport in Peterborough 3rd & 4th July and Sywell Pistons and Props 18th & 19th September. If you have not got your name on the list there is still time. An inexpensive day out for only £5.00

If you would like any further details on any of the above events please contact either Phil on 07919 037321 or Mike on 07847 585120 alternatively by email at trr.lvg@gmail.com

Finally, and very importantly we have a return match, online quiz, with Camb Followers on Thursday 25th March at 8.15pm. We won last month and we need to maintain our winning form so please come along and support this enjoyable evening from the comfort of your own home. We had a really good attendance last time, hopefully we can do even better on the 25th. The invitation to the Zoom meeting will be issued later in the month. The quiz is being set by Camb Followers and they are keen to see a reversal of fortunes, it is up to you to help disappoint them!

Phil & Mike *LVG Events Team* trr.lvg@gmail.com

***25th March** Zoom quiz LVG v Camb Followers*
25th April Drive It Day
18th-21st June Retro CarFest at Bicester Heritage

19th June	Bletsoe Vintage and Classic Vehicle Show	Bletsoe, Beds.
25th-27th June	London Classic Car Show	Syon Park (near Kew Gardens)
20th June	Motofest '21	Shuttleworth
27th June	June Monthly Group Meeting	The Cock PH, Broom
1st-4th July	Classic Le Mans	Contact Travel Destinations
3rd-4th July	Festival of Motoring	East of England Showground
7th July	Classics in the Walled garden	Luton Hoo
11th July	BMC & Leyland Show	British Motor Museum, Gaydon
21st July	Shine and Show	The Cock PH, Broom
30th July-1st August	Silverstone Classic. Look out for club discount code on TRR website	
13-15th August	Triumph & MG Weekend	3 Counties Showground, Malvern, Worcestershire
22nd August	MG & Triumph Spares Day	Telford International Centre
29th August	Little Gransden Airshow	
18th-19th September	Goodwood Revival	
18th-19th September	Sywell Pistons and Props	Sywell Aerodrome
25th-26th September	Kop Hill Festival Weekend	

Drive it Day

25th April 2021

IN SUPPORT OF

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LVG Drive it Day 2021

Unfortunately, the planned Covid restrictions which will be in force on 25th April, prevent us from organising a mass drive and meeting.

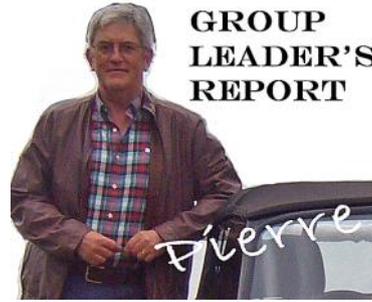


BUT, you can drive your TR and so we are going to collect photos from members of where you have driven your car on DiD Sunday 25th April.

Send your pictures to the LVG email

trr.lvg@gmail.com





GROUP LEADER'S REPORT

Some GL Words from East Hertfordshire

I think I am understating things right now when I say that the word of the times is now ANTICIPATION. After more than a year of constraints of varying degrees, it looks as though all continuing well, that we are approaching the threshold of what will feel like freedom to do so many things that have been just out of reach. Even simple things like inviting a neighbour into the house for a cup of tea, let alone going out for coffee and cake in a café. As for planning a break anywhere – anywhere – that has been close to the realms of fantasy. Time to dig out the holiday brochures and TR Action #326 with those TRR weekend trips – but which to choose? (Cornwall and Northumberland look appealing right now.) Also with Pat having just started an Acrylic painting of the Eiffel Tower, Paris looks particularly enticing. Definitely off the list is anything to do with cruises after our norovirus Norway experience this time last year (Norway and the ship itself were excellent but there was a big ‘downside’ for most of the passengers and crew!).

On to more pleasant thoughts. 2021 is starting to look a lot better for the world of TRs. Event possibilities are starting to appear. For specifics, look elsewhere in TRunion and on the LVG website. Here is the URL to make it easy (<https://www.tr-register.co.uk/group/lea-valley/events>) – just look under Social Scene and Events. Best to check with the Events Team before committing though as experience has shown that some events get postponed or cancelled at quite short notice.

Here is a question for those of you who chose to not get their TR out on the road all year round: this is not the question of Why? But more of when did you last put fuel into it. I filled mine up earlier this week and found as I drove out of the village on a light throttle or on the over-run that there was a lot of popping and other sounds in the exhaust. Over the years, I have enjoyed these sounds very much – I think there is nothing more entertaining than the sound of an Alfa Romeo boxer engine as fitted to the legendary Alfasud being worked hard up and down the gears (thankfully my son has one that I get to drive occasionally to get a real fix!). Getting back on topic and why I mentioned filling up the TR is that having filled it the additional sound effects totally disappeared, all was quiet and I'm sure the car performed much better. Clearly it is now getting the proper number of octanes to consume.

Although a little late, I've now learned about cylinder glazing (not a good thing), as caused by running the engine off load in the garage just



to warm it up and get the oil circulating. It appears the best thing to do is to follow the Alfa Romeo long standing philosophy of fixing problems with an Italian tune up, this comprises no more than a large cup of espresso before going on an enthusiastic drive somewhere (anywhere actually) – note that the coffee is optional. Over my decades of Alfa ownership, this has worked for me and the car on several occasions.

Definitely wandering off topic now, so back to TRs and the LVG. Trying to not encroach on topics probably covered fully elsewhere in TRunnion, the FBHVC annual Drive It Day is approaching – Sunday 25 April, the LVG will not be having an event as such given the Covid constraints that are likely to be in place on that day. Instead, we are suggesting that you should get out in your car to somewhere nice, enjoy yourselves of course, have a picnic or whatever, but please take a photo and send it in to us so that we can produce a composite picture of the LVG DID. The photos will also be considered for our new competition and for inclusion in the 2022 calendar. Last year we had more than 30 submissions, many showing the imagination that some people can bring to the fore to produce something unusual and interesting.

Above all enjoy yourselves, stay safe and healthy and get your TR out on the road.

Keep smiling

Pierre Miles



It's up to You !



With thanks to everyone who contributes to Trunnion . This issue has taken longer than most and space has run out ...so a few articles will have to wait until April .

There is really no deadline date for your stories and photos although before the 5th of the Month is a Guide.

Space is always reserved for the Events Team reports, as changes may occur at the last moment

LVG Awards for 2020

In recent years, the LVG has made two awards to members at the Annual Members' Meeting, previously known as the Annual General Meeting. This year, the addition of the Photo Trophy generously provided by Alison and Roger Payne, means that there are three awards to be made.

The first award is called the Concours Cup and is presented to the owner of the best car to join the LVG during the previous year. In January 2020 this was presented to Roger and Alison Payne for their splendid blue TR7. This year the committee decided that the award should go to Jon Evans for his very smart and shiny TR6.

The second award that has been presented for many years is called the Bent Conrod award and goes to the LVG member who the committee believes has contributed the most to the group throughout the previous year. In 2020 this award was presented to Paul Richardson in recognition of the contribution he had made to LVG event organisation. In 'normal' times committee members are ineligible for the Bent Conrod but the past year has been far from normal. One of the difficulties has been the problem of keeping open the lines of communication – especially important given the fact that pretty much all events have had to be cancelled. The LVG has relied on two main channels for communication, the WhatsApp group that has been fairly active throughout but the main channel has been the TRunnion newsletter.

Every month throughout the past year, LVG members have been receiving TRunnion newsletters of a consistently high quality in both presentation and content. To some extent this has been dependent on articles submitted by LVG members but the main reason TRunnion has been of consistent high quality is as a result of the time and effort expended by its editor, Chris Glasbey. The committee (less Chris) decided therefore that in recognition of his efforts to



produce consistently excellent newsletters throughout the pandemic period the Bent Conrod Trophy should be awarded to Chris Glasbey.

The Photo Trophy is new for 2020 and under the guidance of Alison Payne will be awarded to the person who submits the best photo of their car. All submissions will be considered for the LVG calendar and might well grace the front cover. As Alison has said get you phone out and get snapping – you could even try using a camera!

The very first recipient of the Photo trophy is Pete Muncer for his imaginative take on safe motoring in pandemic Britain. You will have seen the photo on the front of your 2021 LVG calendar as well as in TR Action #325.

Pierre.



THANK YOU for this Trophy ...and for sending your stories and pics

Chris.

LVG Photo of the Year Competition

The ingenuity members showed in their car photography for the 2020 Virtual Drive it Day gave us the inspiration for an annual photography competition. The first prize winner will have the honour of being featured on the front of the LVG calendar for the following year, as well as winning the new and prestigious trophy.



We have awarded the 2020 prize, in retrospect, to Pete Muncer for his photograph of his TR, resplendent in its face mask. As you will have noticed this photo is on the front of the 2021 calendar.

The rules are simple - the photograph must include a TR and be taken in the current calendar year! So for this year's competition please submit photos taken since 1st January 2021. Although this is a photography competition, the emphasis is on the cars not the technical skill of the taker. The deadline will be in the autumn and later on in the year we will send out details of where to send your entries. So, get your thinking caps on, your cars polished, and your cameras (or phones) out.

Alison.

Nelson's TR improvements ...

Nelson Moody

It's hard to produce a monthly car comic when so little is happening.

No meetings, visits to interesting places, no bits falling off the T.R.; Pete Cox famously said, 'Just go out and drive 5 miles', if only; mind you, he was running Cox & Buckles Spares at the time, so a strong element of self-interest.

Phill kindly sent me some recent back numbers of 'Trunnion', which I've read to familiarize myself with the script. Recent articles have been 'where I took the T.R. on holiday (ages ago!!)', 'All about my rebuild', notification of events that were cancelled and a monthly reminder of who holds what post; I imagine Phill and Mike are feeling a bit redundant; don't worry lads, the vaccine is rolling out.

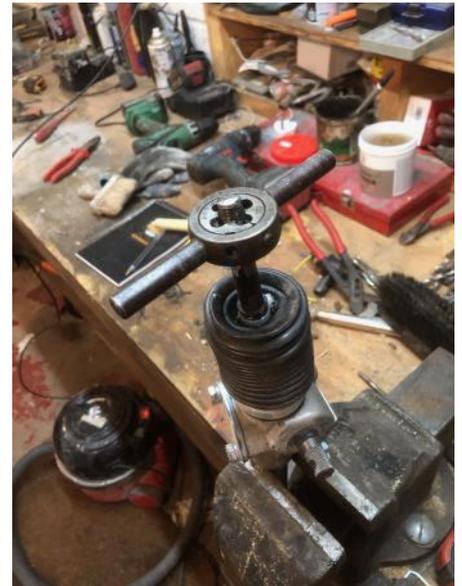
So, what do I write about? I'm rebuilding a second T.R. so I'm going for an element of that. Beaver away in my heated garage with its 'Bosse' sound system to episodes of 'Round the Horn', Michelle Thomas teaching me French (I'm nearly fluent), Pink Floyd, Pulp and Paul Weller; marvellous.

When rebuilding our old cars we have a dilemma. The original build quality was by no means perfect, plus the modifications and improvement available to us now are many. Some will rebuild as per 'Banner Lane', others will add sensible modifications, and a few of us will go V8 engine and Getrag gearbox. My view is that I'll get it to go and stop a lot better, more comfortable, and most importantly, not be so prone to corrosion. However, I will not change its outward appearance. I wish I could tell you how to make T.R.3 roof and side screens leakproof, or how to get 35 m.p.g.; I can't: if that's important to you I guess you buy an M.X.5.

I can describe how to improve plus lighten your steering so here goes.

Most T.R.s are 50 years old at least, the candidates for rebuilding are very tired so the steering rack and idler mechanism very worn; do we rebuild the old one or fit a modern rack and pinion? I've fitted a l/h drive 'Mini' rack, which you mount upside down. However, I decided not to use the usual brackets, which bolt onto the old steering box brackets some 70 mm forward of the ideal rack and pinion position.

There are plus's and minuses to using them. The plus's are A. The owner can fit his (or hers) new rack without any welding. B. The retailer sells far more rack and pinion kits simply because no



welding is needed. The down side is that they are not a pure engineering solution because your new rack is on brackets cantilevered back from their fixing position, allowing a small amount of axial movement whenever you change the direction of the wheels.

The accompanying photos show a purpose made steering rack deck welded to the chassis at each end with additional reinforcement bars down to the chassis cross member.

This rigid mounting deck prevents any axial movement of the new rack, no matter what forces return along the track rod ends.

It's important to place the rack as low as possible to reduce 'bump steer' as much as possible; always bearing in mind that the lower U.J. on the steering column must not foul the adjacent engine mount. If you use the Mini rack (others are available) the track rod ends must be shortened by approximately 25 mm, my photo shows me extending the 1.2" U.N.C. thread before shortening.

I set up the steering with slight 'toe in' so when bump steer occurs the wheels move to neutral or slight 'toe out'.

Well there it is; if you have welding facilities and decide to give it a go. I don't think you'll be disappointed.

I've also improved the anti-roll bar set up and increased the camber resulting in flatter cornering and less understeer so if Chris thinks readers would be interested I'll provide details. Keep safe; please God we'll soon be meeting up in our old cars, regards to you all.



Nelson.





The Mutterings of Muncer

Pete Muncer

MUNCER'S MUTTERINGS

Obviously there is minimal TR activity to report at the moment, and our Editor has indicated that he is always keen to hear tales of rallying in the 70's and 80's - so I thought that this month, I would write about the years that the late Tim Stevens and I spent rushing around the countryside in various vehicles, particularly on the RAC Rally. However, I must issue a warning at this point – there are no TR's featured!

After a couple of seasons driving in autocross events, we started rallying together in 1970, initially doing local night road rallies in Tim's road car, a Cortina Mk.2 1600GT, with muggins donning the navigator's hat. After a year or two, Tim decided to convert his Escort 1300 autocross car into road trim, which meant we could tackle some more serious events, with plenty of "white" roads (e.g. farm tracks etc.) on the route. At the time in the 70's, night road rallies were a major rally activity, with a national championship sponsored by Motoring News, which attracted some very well-known drivers. Of course, apart from the occasional farm track, these events were on public roads, and in retrospect were distinctly anti-social – scores of rally cars blasting down the fast straight roads in Norfolk in the middle of the night at speeds which would get you instantly disqualified today. The RAC Motor Sport regulations stated that the average speed of an event must not exceed 30 mph – so there were link sections through villages timed at a snail's pace, with the next competitive section needing to be a flat out blast to stay on time. It all seemed good fun at the time, and the RAC and the police turned a blind eye, but it couldn't last, and stage rallies were the way to go.

So in 1974 we went off-road and into the forests. Stage rallies in the eastern area used Thetford Forest regularly, usually with stages at old aerodromes and Snetterton race circuit mixed in – this meant having two sets of tyres for forest and tarmac, which also meant we needed a service crew. It always surprised me that some of our mates from the rally club were prepared to stand around all day in a muddy service area, or in the paddock at Snetterton (always noted for a biting east wind), with just a few minutes of occasional frantic activity. By this time, Tim's Escort (see photo 1) had been rebuilt with a new bodyshell and a Broadspeed 1600 motor, and it was quick enough to give the Escort Twin-Cams a fright.

In 1975, after we had spectated on the Lombard RAC Rally for the previous couple of years, the decision was taken to have a crack ourselves. The rally was over-subscribed each year, even with 250 entries, and Tim reasoned that we would need something a bit different, rather than just another Escort, to be sure of getting a place. As I have mentioned before, his choice was certainly unusual – a DAF 66 Marathon, rubber band transmission and all (photo 2) – but his idea worked, as we were no. 228 in the '75 RAC, starting from York. Clearly with this car our aim was just to finish the event rather than worry about class results, but we fell at the last fence, going out on the last night in the Lake District with a broken prop shaft. So we had to try again, and November 1976 saw us down in Bath, promoted to 210. Better luck this time, and after a virtually trouble free run (just one puncture), we finished (rather aptly) in 66th place, and as two-thirds of the entry had retired, we were delighted – so were the officials at the finish, who must have been taking bets on whether we would make it. That evening's celebration in a Bath pub was a trifle curtailed because we were somewhat knackered – in those days the rally was held over 5 days, with 3 nights on the road, covering

England, Wales and a bit of Scotland. Looking back, we must have been real enthusiasts to go through all that (or stark raving bonkers).

By this time, Tim had got the "DAF bug" out of his system, and decided to adopt a more conventional approach for his next rally car, a Hillman/Chrysler Avenger 1300 (photo 3). Unfortunately the conventional approach did not get us an entry on the '77 RAC (still over-subscribed), so we decided to have a go at the RAC Clubmans' Rally, which was the second half of the full event. Starting from York again, we had a very successful run, as we finished 7th overall in the Clubmans' Rally and 2nd in 1300cc class. Everyone has an "if-only" story, and if only we hadn't had a puncture in the depths of Kielder Forest at about 3am, we would have been 4th overall and 1st in class – oh well, never mind, always next year.

Maybe the 1977 result helped to get us an entry on the full '78 Lombard RAC, and we were promoted to car no. 200 – out of 200! (well, you meet a nicer class of people at that end of the field). As I have recounted in a previous TRunnion, the best thing you can say about the '78 event was that we finished (57th), after a saga of various problems – broken back axle in Scotland (a new axle fitted in just 25 minutes by our service crew but final drive ratio now impaired performance), Tim was unwell after imbibing some fuel (told him he should stick to Coca-Cola), I was car sick also, exhaust fell off, etc. – why do we bother?

After this experience, Tim took a couple of years sabbatical, although he did upgrade the Avenger to a 1600 engine. I drove the car in this form taking the Clerk of the Course around on our club's stage rally – this was the nearest I ever got to driving on stages rather than co-driving. I did buy the DAF from Tim though, and had a couple of years driving in local night rallies, club autotests, etc. – the highlight was finishing 3rd overall behind two 2-litre Escorts on one night event (but probably due more to navigator Frank's expertise with the maps than my driving).

By 1982, Tim had got his second wind, and had built up a Talbot Sunbeam 1600 (photo 4), using many bits from the Avenger. We tried for an entry on the '84 RAC Rally, but once more had to settle for the Clubmans' event, starting from Chester. We had mixed fortunes again, including another broken rear axle (must have been a part from the Avenger), and going off into a ditch somewhere in Glamorgan Forest – fortunately hordes of spectators appeared from out of the night and heaved us out. We didn't know it at the time, but that was our last attempt at the RAC Rally.



Tim always had a habit of suddenly appearing unannounced with his latest rally car, and in 1988, no less a beast than a Sierra XR4x4 materialised (photo 5). In Group N form, the car was probably a bit underpowered with the 2.9 litre V6 engine, but the 4WD was fabulous, and we had our best ever results with this car in regional stage rallies. One event where we did well was in a very wet Bagshot Forest, where we delighted to finish 7th overall – but then we noticed a spotty youth in only his third-ever rally(!), who finished 5th in a tatty Sunbeam.

His name was Richard Burns, who went on to win the RAC Rally three times and become the 2001 World Rally Champion, before his untimely death in 2005 – so at least we competed alongside the best.

By 1992, the pace even in regional and local rallies was hotting up – people were turning up with Audi Quattros, Toyota Celica GT4's, Sierra Cosworths, etc. – we couldn't compete with that sort of machinery, although we still managed to win the Group N class on one of our last events in Thetford Forest. Also, the clock was ticking in other ways – we were both getting on a bit, and personally I found that fatigue on an event was becoming more and more of a factor. So we did our last event together in 1992 up in Clipstone Forest – but unfortunately we did not go out in style – we slid off onto a pile of logs and took 20 minutes to get off – and it was all caught on video! A few years later, in 1996, Tim drove the car in the Players No. 6 30th Anniversary autocross event, coming 2nd in the rally car class – he even offered me a drive, but I declined – idiot!!

So after 20-plus years, I needed something else to do at weekends – I know, I'll buy a TR and do some classic tours – at least that should avoid Kielder Forest at three o'clock in the morning!

Getting back to the present day, a brief update on dates for 2021 CACCC tours – we have provisionally pencilled in Sunday June 27th for Tibbles Tour, and September 24th-26th for the Falling Down Tour – all subject to any restrictions still in place, availability of venues, hotels, etc. As we have been mainly south and west for tours in recent years, it looks as though the FD Tour may head east this year. Further info when we know more.

Finally, for the first time in months I have just sneaked out in the TR for a local run around the lanes – an essential trip for my personal well-being if anybody asks – I think the TR felt the benefit as well.

Pete.



Back to my youth

Mike Aldridge

Once Christmas was over and the baubles had come down, I ventured into the loft to put the decorations away for another year. It was then that I saw the various boxes of my Scalextric model cars stacked up in a corner. Foolishly I started looking at the contents and then my fatal mistake!!!! The boxes were brought down and my fetish problems started.

It is 50+ years since my parents bought me my first set and I have fond memories of getting a new car every Christmas Day. The downside was the cost of adding to my collection, as my pocket money never stretched to much and by the time my next new car arrived a year later, I had probably crashed the previous years gift. Despite this, I did manage to build my collection and when our children came along, I had an excuse to buy more sets and accessories.

So at the start of 2021, with the boxes littering the house, I started documenting what I have and also doing some maintenance work to get the cars going properly. Most of the cars had hard tyres which just spun and had lost all grip. The nice thing about Scalextric is the simplicity of the system, which has not changed much over the years. Replacement parts can be obtained and I started looking on EBay. This was the second mistake. I am not sure if everyone has been on a Lockdown loft tidy up, but there are numerous items being added daily and once I started looking, I saw some of the cars I had always wanted. "You are the highest bidder" became a well recognised message and my collection started to grow, yet again.

My inventory shows I have over 150 feet of straight sections of track and with various curved sections it probably stretches to 100 yards of track!! 44 cars, 2 trucks and 2 go karts all working, with a small selection of trackside buildings.

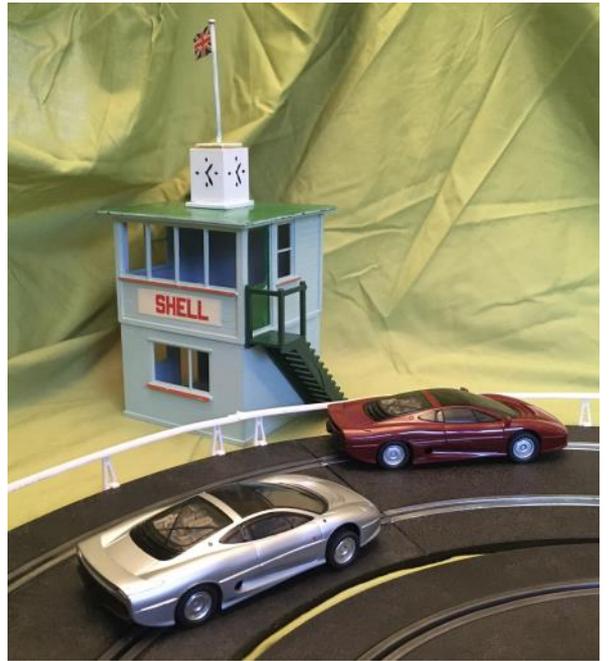
I try to excuse my buying with the idea that we can hold a LVG Scalextric evening once



we are able to meet up and socialise again. Initially of course, the LVG Events team of Phil Sanford and I will need to have a day planning such an event and that will require us to get the boxes out again and have a play.

I am sure there will be some other closet children reading this and I hope the photos below bring back the same fond memories that the last few weeks have brought me.

Mike.



News from LVG WhatsApp 26 Feb'21



Latest news from Nelson :-

Changed the engine, new clutch, oil to diff, gearbox, engine.

Used oil into sills.

Brakes overhauled.

Good to gobut where ?



Work in progress for Howard Pryor's engineseen here after its second coat of paint .

What's App 2 7 March :-



Nick Thezebusy morning putting front suspension and brakes on my TR5

Some upgrades, not for everyone ...but bigger bearings, stub axle and new brakes



Meanwhile elsewhere in LVG land, Tony Bannard-Smith is still busy working on his TR3 .

Yet another organised workbench.

Coronavirus latest guidance



On 22nd February the Government announced its planned roadmap out of the current COVID restrictions and lockdown.

The 'Stay at Home' message, where we are urged only to undertake essential journeys, will remain in place until 29 March. Thereafter, we should see non-essential retail and outdoor hospitality opening from 12 April followed by indoor hospitality, pubs and restaurants from 17th May.

Currently, the 'cautious expectation' is that after 21st June 2021, restrictions will be lifted sufficiently enough to allow the TR Register to resume events and social events such as Local Group meets.

We do not expect to be able to run social gatherings including Local Group meets until after the 21st June 2021 at the earliest. We would also urge caution around those dates as they are very much subject to change as the pandemic remains a changeable situation.

The Evolution of LVG Communications

Brian Chidwick

A recurring topic at LVG committee meetings is that of communications and what best meets the needs of members. We have recently created a new mailbox and put a lot of effort into getting the mailing list as up-to-date as possible using the latest membership data from the TR Register office, so this seems like a good time to remind members and friends of how far we have come since the group was founded in 1973.

As one of the three founding members, I seem to have acquired the role of archivist so I have had a little bit of an archaeological dig through the old LVG newsletters to present a potted history of LVG communications. But before you fast-forward to far more interesting articles about TR rebuilds, competition TRs, post-Covid events planning and Muncer's Mutterings, please consider what you want from the group in the way of information on a regular basis and how you can get more involved, even if you are not a regular at The Cock meetings.

I will start with 'TRunnion' which has been the primary means of communication since the first brief 'LVG Newsletter' issued by Group Leader Paul Howell. It was fortunate that Paul ran a newsagents, stationers and bookshop, so had the means to produce the early newsletters which were typed on foolscap, duplicated by hand using a primitive machine, possibly a Roneo, Gestetner or similar and posted to subscribing members. Unfortunately, I only have a copy of the first newsletter, as all my other early issues were destroyed when we were flooded in 2016. However, we do have most of the newsletters from 1979/80 onwards in the archive, either in printed form, some bound in year batches, and/or in digital form from 2005 onwards.

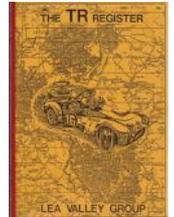
Without further research, I don't know when the Newsletter became 'TRunnion' but there have been a number of editors over the years, including the Mutterer himself, so maybe Pete can throw some light on this and at what point production evolved from typewriter/copier and snail-mail to word processor and email. After a lengthy spell in the editorial seat Pete called it a day in 2009 and TRunnion disappeared for a short time until I had a rush of blood to the head at the 2010 AGM and volunteered to give it a go. Little did I realise at the time that this meant I had also inadvertently joined the committee and acquired the responsibility for producing TRunnion, creating a new members database and email distribution list and updating a somewhat archaic and primitive website. However, as I write this it's a sobering thought that it is now 10 years since I produced my first TRunnion with an ancient copy of Word (which I still use) and a piece of shareware (Jaws PDFCreator) to convert it to PDF for distribution. Communications within the group have certainly moved on since then.

As TRunnion quickly grew in size, many members were unable to receive it via email due to download size restrictions by their email provider. Rather than reduce the content of TRunnion the simplest solution was to publish it on our website. At that time, when only a few local groups had a website, LVG was using the '*BrmmBrmm Classic Network*' which was primarily for classic car clubs and enthusiasts. If you search it today you will still find traces of some of the local TR groups and other marque clubs. However, by 2011 it wasn't really suitable for requirements and the TR Register decided to encourage local groups to use its own new website facility so I migrated the existing content and deleted all but a few photos which remain there to this day.

TRunnion itself changed little but benefited greatly from an increasing number of excellent contributions from members. The new website was certainly far better than the old BrmmBrmm site but support for local group website administrators was patchy, depending largely on volunteers without the skill



1973



1979



1987



1991



1992



1995



1996

and access of the professional website providers. The website itself imposed a 5Mb limit on files so getting TRunnion to squeeze in required serious tweaking when creating the PDF, balancing readability of text against picture quality. If anyone ever looks at these back-issues of TRunnion on the current website and needs a better quality copy, then just email me and I can provide one from my own digital archive. After 5 years, the TR Register decided to migrate the websites to a new provider with better support and facilities. The immediate impact was that file-size was reduced even further, initially to 3Mb and currently 4Mb which severely limited the quality of TRunnion using my existing software, sometimes necessitating splitting an issue into TRunnion plus a 'supplement'.

Fortunately for LVG, in 2017, Chris Glasbey had just acquired some desktop publishing software and rashly offered to have a go at using it to produce TRunnion. This was a steep learning curve but Chris hit the ground running and was soon turning out magazine-quality TRunnions far sexier than anything possible with a word processor and has continued to improve it. As everyone will be aware, Chris has been working hard throughout the Covid pandemic to keep the group entertained and informed on a monthly basis rather than every two months. It has been reassuring that so many members have provided a wide range of articles and photos to fill the pages, to the extent that Chris has just negotiated a larger file-size limit befitting what is almost certainly the best local group newsletter in the club, so please keep up the input.

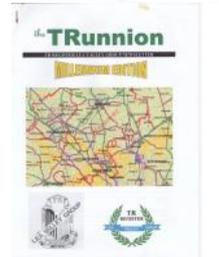
With Chris taking over TRunnion, I was left with the 'Mr. Comms' role, retaining responsibility for all emails, website management and editing the LVG Facebook page.

Website management is easier now since Mike Aldridge became a joint administrator and can keep the Events and Galleries pages updated without involving Pierre or me. We are currently updating and reorganising the website pages, but this will take a little while as some of the changes need to be done by Wayne or the TR Office when Covid restrictions allow. The website is LVG's visible face to the world as it is public and anyone interested in or having just acquired a TR and looking for local like-minded enthusiasts will decide on the basis of the website content whether or not to join the TR Register and our local group. Comments and suggestions for additional pages are always welcome from members, as are photos for the gallery and events pages.

Facebook pages were created for each local group by the TR Register in 2014 with Wayne as the main Administrator. As an 'Editor' of the LVG page along with Pierre, I have limited control over its appearance and features which are substantially different from those on my own personal page. Despite several efforts to entice members to use our Facebook page, many are reluctant to use social media. However, a number of members that are already Facebook users with their own accounts are beginning to post or comment and I intend to show in a future article how simple and safe it is to create a personal account so that you can easily post your own photos and stories or share items of interest. In the coming months I will try to provide more on the Facebook page which anyone can view without logging in. Just use the link below and when asked to '*Login or Create New Account*', click '*Not Now*' and carry on scrolling down to view the content. In addition to other local groups using Facebook, there are many pages devoted to TRs, Triumphs, other marques and motor-sport which are worth visiting. All are more enjoyable if you have an account and are able to comment and post. I have made a number of friends and useful contacts from around the world with similar interests via Facebook, not only related to TRs but also in other hobbies and areas of interest, so if anyone needs a helping hand to get started safely, please just ask.



1998



2000



2005



2007



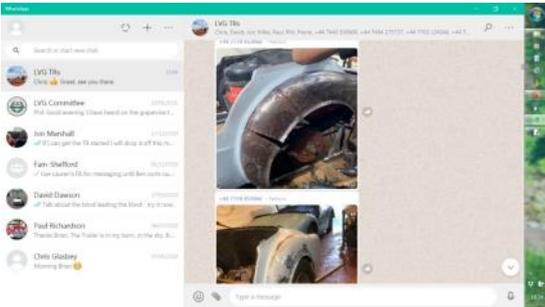
2011



2017



2021



In 2018 the LVG WhatsApp group was created by Paul Richardson and Phil Sanford as a means of secure communication between members on events and tours or to arrange a spontaneous drive-out on a nice day. Not being a mobile phone user, other than for emergencies, I was late to join this but David Dawson eventually shamed me into it by kindly donating a spare phone and setting everything up for me. The group has grown significantly and includes many of the newer LVG members and I must admit I enjoy the banter. Unfortunately, I struggle visually with phone screen sizes and my 'fat-finger' syndrome restricted my typing until I installed WhatsApp on my Windows 7 laptop. This has been a revelation, enabling me to view photos and videos at a decent size and also to post far more easily. I can thoroughly recommend this approach and whilst I still prefer the flexibility of Facebook, we need to use whatever channels of communication are available to include as many members as possible.

Although in the early days, most group communication was via the newsletter, printed and posted to subscribers, email soon took over, enabling more frequent updates in between issues. Until very recently the email service depended on a committee member using their own mailbox. This obviously created problems if that person was away or out of action for some reason. Communications ground to a halt until either normal service could be resumed or someone else was able to duplicate the distribution list within their own mailbox, a tedious task and slightly dubious within the restrictions of GDPR. I raised the issue at a TRR AGM, suggesting that the ideal solution would have been for the TRR to provide each local group with an official mailbox. As this was not deemed financially viable, I discussed the problem at length with Wayne and he recommended using GMail as a few other groups were already doing so and it could eventually become standard within the club.

With some relaxing of the club's interpretation of GDPR, we were able to create a new GMail account for LVG communications which went live in December 2020. This was a major task, with Mike Aldridge laboriously setting up the contacts and distribution lists whilst Pierre and I finally completed a long-running update of the members database to ensure that all those recorded at TRR HQ as LVG members were also included. This is a project which had consumed many hours over recent years, dating back to Julian Hensman's period as Group Leader. We also took the opportunity to give all committee members access to the GMail system and the members database so there is less dependence on one or two individuals. Events information can now be emailed and responses dealt with by Mike and Phil directly and TRUnnion can be distributed hot off the press by Chris. Individual committee members can still be contacted directly via their personal email addresses published in TRUnnion.

During the Covid lockdown periods we have not been able to meet up as a group or enjoy our cars for drives, tours or classic car shows. Nevertheless, many members have enjoyed monthly virtual meetings via Zoom sessions hosted by Phil Sanford and most recently, quiz sessions seem to have raised a great deal of interest and participation. Hopefully these will continue in some form after life returns to normal and provide an opportunity for members that are unable to join us physically more often for meetings to feel part of the group.

As a group - and it is 'only a car club', we have come a long way since 1973 and survived remarkably well through the recent pandemic due to innovative use of technology. Thanks to all who have made the effort to support the group by contributing articles or photos for TRunnion, joining discussions on Facebook or WhatsApp or simply keeping in touch by email.

Brian.

TRunnion Editor

From Jan 1973 to November 1995 Various
 From December 1995 to October 2009 Pete Muncer
 From December 2009 to June 2010 Kevin Hutchinson (Deputy Editor)
 [From July 2010 to December 2010 No TRunnion produced]
 From Jan 2011 to April 2017 Brian Chidwick
 From May 2017 Chris Glasbey

Websites

From pre-2005 to June 2011 www.brmmbrmm.com/leavalleytrs
 From July 2011 to June 2016 www.groups.tr-register.co.uk/lea-valley
 From July 2016 www.tr-register.co.uk/group/lea-valley
 Currently managed by Brian Chidwick, Pierre Miles and Mike Aldridge

Facebook

From December 2014 "TR Register Lea Valley Group" www.facebook.com/leavalleyTR
 Currently managed by Brian Chidwick and Pierre Miles

WhatsApp

From October 2018 Set up and managed by Phil Sanford and Paul Richardson
 Currently managed by Phil Sanford, Mike Aldridge and Brian Chidwick

Mailbox

From Jan 2011 to August 2017 bjmole1-trlvq@yahoo.co.uk
 From September 2017 to December 2020 brianc.trlvq@mybtinternet.com
 From January 2021 trr.lvg@gmail.com

Regularity Rallies

.... Pierre Miles

Those of you who have been reading my disconnected jottings over the past year will have noticed several mentions (usually of desperation!) of virtual table top (VTT) rallies and the organisation HERO.

First an explanation of Regularity Rallies and what that means. These can be for real, ie the dual challenge of finding the correct route and then to actually drive it often within tight timing requirements or it can be a virtual challenge that you can do at home (ie at a table) no real car needed.

Over the past year HERO has held four VTTs that have raised the best part of £40,000 for charities that have supported NHS workers or on one occasion that helps aspiring young auto mechanics to learn about and be employed in maintaining historic and classic cars.

What is so difficult, you may ask, about route plotting that makes a VTT such a challenge. The answer to that is obvious when you think about how many different ways a route can be described when plotted on a map, typically using the OS Landranger 1:50000 series, before you consider that the setters are trying to trip you up!

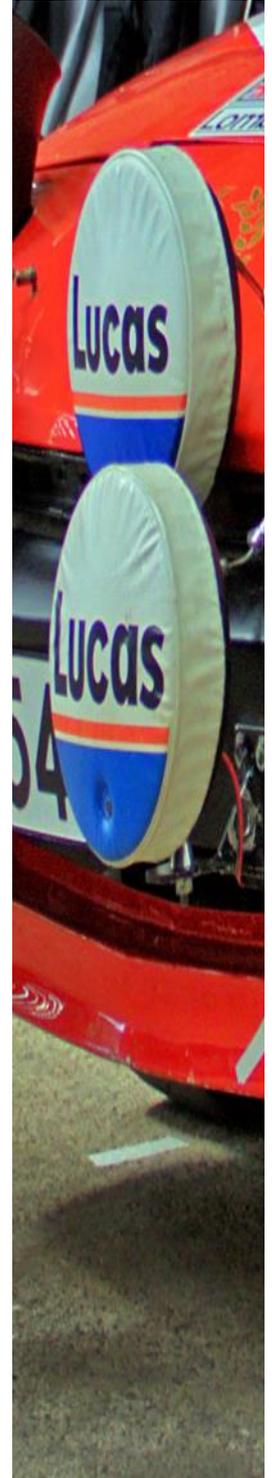
Here are two of the daily challenges that were used in the last VTT series from HERO, one of which introduces the timing considerations that could exist on a driving rally that could have timing check points (possibly hidden) at various points along the route. These have been reproduced here with the permission of HERO. If you would like to see some of the excellent guides produced to help with these challenges you could check out the following URLs: <https://heroclub.eu/resources/Documents/Hints%20and%20Tips.pdf>

<https://heroclub.eu/resources/Documents/HERO%20Route%20Information%20Formats%20for%20Advanced%20Red%20%20Black%20Events%20WIP.pdf>

<https://www.youtube.com/watch?v=hj4yzSdmR6Q> this video introduces herringbones and the lively Whyte sisters Seren and Elise who are successful rallyers usually driving Stanley, a Standard 10 but also frequently a TR4 and who devised all the routes for these VTTs. The video will be helpful when looking at the second challenge.

Both sets of the instructions start off with text - however:

- Ignore the words that talk about not specifying the start point as it is defined lower down as a 6 figure map reference.
- Also disregard mention of the conversion table - this relates to assembling the numbers gathered during each complete week to answer a final question at the end of the week. CRO = coloured roads only, ie red brown, yellow – but beware of white roads that pass through woods, when they pick up the background colour, also beware of where a white road picks up some red when it is also bridleway. In both instances the road remains a white road and therefore not available if the instruction says CRO.



- I suggest that if you print the map pages, choose the A4 size. If you are viewing on a screen try zooming to 200-400% to check details, such as verifying that a Spot Height is actually on the road and not alongside!

You're invited to send Pierre your answers if you wish, but no prizes I'm afraid. Many more and different style challenges are available, courtesy of HERO – just ask, or check out the HERO web page: www.heroevents.eu. Also, I suggest that you have a look at the YouTube video of the HERO Scottish Malts rally.

*** If you watch the video, let YouTube show you a few more, especially the HERO Scottish Malts 2018 rally (how many distilleries can you visit in a day?).

Pierre .

EMAIL EDITOR FOR THE CHALLENGES !

Sorry ... Not enough room in this Trunionbut all info will be emailed to you if requested .

6 pages of Text, Maps, Diagrams

In 2 x PDF files (3.3mb)

IF interested, ask soonestfiles will be deleted 31 March

Specialist TRreatment ...

With all the hard work some LVG members are carrying out in their own workshopsI thought it would be good to see what our regional specialists are working on at this moment.

See images from Robsport and TR GB



Above : Robsport

Below: TR GB



Notes :-

This was set to be a 29 page issue but strangely ...and I cannot explain why, IF I delete this page 30 as intended, the text on Page 24 will vanish ?!

Since 2020 was a challenge for us all, time to admire again the design by Neil Aldridge:-

