



The

TRunnion

Communicating with Lea Valley Group and the world

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



202110 OCTOBER

2,000 miles in 48 hours!





TOUGHif you are not interested in reading about the Club Triumph Round Britain Reliability Run 2021. So much to report with so many photos that Trunnion hasn't enough permitted space. NO PROBLEMKaty and her boys will feature in a Trunnion Extra which follows immediately after this issuewell, I couldn't wait another month !

Hope you have enjoyed driving your TR this Summer ...and Autumn may still see you scattering the leaves down your favourite country lanes.

What do you mean, he's waffling again to fill this space. Next he will be reminding you to write in and send photos.

Stay SafeI am finding out what it's like to be in the minority, wearing a face mask whilst entering a pub.

Chris.

What's IN

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DEADLINE DATE for articles & photos for next issue is Wednesday 10 November

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:-*

E: chris.trunnioned@btinternet.com

Please keep Text & Photos separate. My Publisher does not like it if pics are added to a Word doc. I like JPEGs !



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Meetings Venue Unless otherwise specified, all group lunchtime meetings are on **third** Sunday 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.

Pubs, including The Cock are now ready to welcome you ...give Nick a calland book yourself in for a lunch one day soon ?

What's On October and beyond

The visit to Sywell Pistons & Props was probably the last group run out of the year as we are at the end of the show season. Keep an eye on your email and the WhatsApp group for any extras that we slip in. If you know of anything interesting coming up, please let the Events Team know.

For the next few months most of the group's activity will centre on the regular monthly meetings on the third Sunday of the month at the Cock pub in Broom. Some of you will have put your TR into winter hibernation, don't let that stop you, come in your modern car, you are just as welcome. If you want to have lunch there, please remember to book in advance on 01767 314411 and mention the TR club

Meanwhile there are a few events to look forward to, first is the **Classic Motor Show** at the NEC in Birmingham held on the 12th to 14th November. When booking tickets use the TRR discount code CCL152, it gives you £4.00 off the price of standard entry. There are literally 100s of clubs there, plus autojumble, trade stands and live demonstrations. It is well worth a visit. If you are going by car do not forget to book your car parking online in advance, it is so much cheaper!

The next big event will be the December monthly meeting at the Cock on the 19th. Usually we have an "unofficial Christmas Dinner" at this meeting although you can just come along for a chat and a libation. Further details will follow in due course.

New Year's Day sees a couple of meetings you might like to attend, just to work off the effects of the night before. There are meetings on the village green at Barrington which usually starts at midday or Vintage Stony at Stony Stratford, you are spoilt for choice.

January sees an important date for your diary, the 16th, for our **Annual Members Meeting** followed by our traditional **Kick Off Lunch**. We are back at the Mount Pleasant Golf Club, Lower Stondon, where the facilities and food are excellent. You are welcome attend the AMM meeting without having the lunch. The meeting does not take long and gives you an opportunity to hear the Group Leader's and the Treasurer's reports, elect members to the committee and see the various annual trophies awarded. It is also an opportunity have your input to the way the group is run. Light refreshments will be provided free of charge.

The Kick Off Lunch has the choice of a two or three course meal, followed by a quiz and a raffle with a star prize. It all takes place in the roomy and comfortable function room. There is plenty of opportunity

to catch up with friends and make new acquaintances. Full details and a lunch booking form will be sent out to you via email in the next few weeks.

If you would like any further information on any of the above events, please get in touch with us via trr.lvg@gmail.com

Phil & Mike LVG Events

A list of events for 2021 and beyond C-19 restrictions permitting

17th October **Group Meeting 12:00 onwards** **The Cock PH, Broom**
12th–14th November The Classic Motor Show NEC Birmingham
21st November **Group Meeting 12:00 onwards** **The Cock PH, Broom**
19th December **Group Meeting & Xmas Dinner 12:00 onwards** **The Cock PH, Broom**

2022

1st January Classics on the Village Green Barrington
1st January Vintage Stony Stony Stratford www.vintagestony.co.uk
2nd January Whitewebbs Museum of Transport Autojumble
16th January **Annual Members Meeting & Kick off Lunch**
Mount Pleasant Golf Club, Lower Stondon
23rd January MG & Triumph Spares Day Telford International Centre
20th February **Group Meeting 12:00 onwards** **The Cock PH, Broom**
18th – 22nd March Practical Classics Classic Car and Restoration Show NEC Birmingham
20th March **Group Meeting 12:00 onwards** **The Cock PH, Broom**
17th April **Group Meeting 12:00 onwards** **The Cock PH, Broom**
15th May **Group Meeting 12:00 onwards** **The Cock PH, Broom**
18th June LGCCVCC Picnic Halls Green
1st-3rd July Le Mans Classic
19th-21st August Triumph International Weekend Stafford County Showground
21st August Flitwick Lockdown Car, Bus & Motorcycle Show Flitwick
26th-28th August Silverstone Classic (Provisional Date)





The 27th Club Triumph Round Britain Reliability Run, 1-3 October 2021.

Tim Hunt .

This event was planned to take place in October 2020 but was postponed for a year as yet another victim of Covid. Entries had opened in December 2019 so crews were champing at the bit for the off, many having waited for nearly two years. As October approached amid reports of an increasing incidence of Covid in Scotland it seemed that Wee Jimmie Krankie might yet derail the event at the last minute by imposing a travel ban. As this concern abated, a week before the start the fuel 'crisis' struck, threatening to put a real spanner in the works. The RBRR organising committee met three days before the event and, thank goodness, boldly decided it would go ahead with the promise of the fuel situation easing. By pure good fortune I had filled the TR's tank just two miles from home some days before every fuel station in the South East was besieged by panic buying lemmings. I knew that we could make it to Jedburgh or even 350 miles to Edinburgh if necessary, where reportedly fuel availability would not be an issue.

This would be my 16th RBRR with Mike Hockaday as co-driver. He lives in Marston Moretaine and called me after lunch on 1st October to say he had been unable to find diesel in the Bedford area and didn't have enough to get to Holwell and back. Wanting to conserve the precious go juice in the 4A I took the V70 to pick Mike up, ruefully thinking to myself that the super comfortable heated seats would have been nice for the next 48 hours! Back in Holwell we quickly packed the car and set off for Hitchin, having arranged to travel to the Knebworth House start with Katy's Kids in the yellow Dolomite Sprint. We arrived at the start in good time shortly after 16.00 and took our places in the serried ranks. It was nice to see Pierre, Jon, Brian and Roger there to see us off.

At one time there had been a peak entry of 176 crews, including reserves, but in the event only 113 cars started, several entrants having pulled out at the last minute, concerned about possible fuel availability issues. After a short briefing for the crews by Tim Bancroft, lead RBRR organiser, we

returned to our cars for the 18.00 start. The first car off was, very appropriately, CMV 7A, the well known Triumph Racing Green TR4 owned from new by former Club Triumph President, Derek Pollock, who passed away in November 2019 and entered as a tribute to him. Derek never used this car on an RBRR, considering a two-seater too uncomfortable for an endurance event. Funnily enough this didn't seem to be a concern for him when he used his original RHD TR8 on eight successive Runs up to his last in 1994! We had arranged for Derek's daughters Louise and Susan to flag the cars off.

We left shortly after 18.00 with Mike taking the first stint and crews were soon making good progress up the A1(M) and A1 towards the first control at Wetherby Services. We anticipated quite a scrum for fuel there so chose to top up at Shell, Markham Moor, just south of Retford, there was no V-Power available but I was happy to use E10, reasoning that it would not be in the system long enough to cause problems! I took over at the Wetherby stop and rather than take the recommended A68 route chose to continue up the A1(M) and A1 planning to leave at J77 on to the A696 to pick up the route at Otterburn. I had seen quite enough of the A68 on this event since 1974 and we reasoned that dual carriageway cruising would give better economy. Unfortunately we found the A1 closed at J73 and had to take a very poorly signposted diversion through the western outskirts of Newcastle. We ended up retracing our steps twice, losing half an hour, maybe we should have taken a satnav after all, even a larger scale map would have been handy. Just beyond Otterburn on the A68 I saw flashing blue lights approaching from behind and, assuming plod wished to check us out, I indicated left and pulled in. The unmarked police car carried straight on past us so I picked up speed again and happily followed it at or near the NSL as its brake lights conveniently indicated approaching bends and their severity. Just before our next control on the border at Carter Bar the police stopped to join another police car investigating a stationary vehicle. At this control we used RallyAppLive, which automatically picked us up as we drove through the lay by. I can see more use being made of this app in future as it obviates the need for marshals in inhospitable places at unsocial hours often in poor weather. We topped up the tank with E10 again in Jedburgh where Mike took over to the next control at Kinross Services on the M90, where a supporter had kindly brought



along a good supply of complimentary and delicious Scottish pies - we consumed one each with relish. I then got some kip while Mike drove on to Inverness, where we refuelled just off route to avoid the expected long queues at the next control, Skiach Services, where I took over for the run to the Seaview Hotel control at John o' Groats. We had to queue for a while as Covid regulations had restricted the seating capacity but, once inside, we enjoyed the prompt friendly service and excellent freshly cooked breakfast for which this establishment has become renowned, having been used on every RBRR since the first in 1966. We left with Mike at the wheel and stopped in Thurso to refill, this time with Super, which subsequently appeared to cure a slight intermittent running on issue I had come to associate with E10. For the first time the official route continued on the A836 to Tongue, Altnaharra and Lairg, cutting out the B road 'short cut' through Syre and along Loch Naver. I much prefer the A836 route, having taken it on the last few Runs, it offers equally stunning scenery but with the opportunity to make better progress on a wider road with generally longer views ahead. I took over at a fuel stop in Muir of Ord, west of Inverness and then encountered the heaviest rain of the event so far through Glencoe and over Rannoch Moor. Rain-X was a great help and I am glad to report that Captain Tolley's Creeping Crack Cure did a good job (thanks for the recommendation Brian C.) and no water passed the windscreen seal. Our next control was a new one, Gartcosh Social Club, just off the M73 east of Glasgow, where Mike took over. Shortly after that we detoured to Sainsbury's in Hamilton where I was pleased to find Super available. Having navigated Mike back to the M74 I gave the simple instruction 'Follow the signs for Carlisle and the South' and then slept soundly for 120 miles or so to the Tebay services control. I drove the next section of M6/M56/M53/A55 and A483 to the Gledrid Services control just north of Oswestry. This was dual carriageway for all but the last 4 miles and helped us to record a true 40.23 mpg overall for the 250 miles from Hamilton. Mike took the next section over some great driving roads through central Wales to the Monmouth Services control on the A40 whereupon I took us to the Okehampton control on the A30 where, ironically, there was no fuel available! Mike took over for the stretch to Land's End where we enjoyed a very promptly and efficiently served breakfast, in marked contrast to the shambles that we had



encountered there on the previous Run in 2018 - reading of the Riot Act and a change of management having had the desired effect. I took the next leg and stopped for V-Power at a Shell fuel station some 40 miles from L.E. that we had recced on our way down, driving on to the Bude Castle Control before handing over to Mike at the Badgers Holt control at Dartmeet for the penultimate leg to the Haynes Motor Museum control at Sparkford, just off the A303, during which we encountered torrential rain on the M5 and A303 and were again thankful for the Rain-X assisting the outdated TR4A wiper system.

I drove the final section back to Knebworth and was glad to have brimmed the tank with V-Power at Ashburton on the edge of Dartmoor since once east of Andover we saw no petrol available on our route and were advised that Fleet Services on the M3 had only diesel. I took things very steadily to eke out our gas and was glad to find the M3 and M25 unusually free moving. We arrived back at Knebworth at 18.53, signed in, found that Mike Phil and Mark had finished the Run making it a 100% success rate for the LVG, and that Derek's TR4 had finally made it round! We said our thank yous for a great event and I then ran Mike home and arrived back in Holwell still with the tank quarter full. It did seem the fuel issues had kept traffic densities down, particularly in the South East, and throughout the Run we experienced no hold ups. My temperature gauge barely reached half way the whole weekend, the 4A has no mechanical fan and yet the Kenlowe never cut in once over the whole 1,920 miles covered from start to finish. Mike and I could see no point in arriving at a control long before it opened and in view of possible fuel availability problems had decided to treat this RBRR as an economy run. We spent much of the time cruising in overdrive top at 2,500 to 2,800rpm although were not averse to using the car's full performance to execute well planned progressive overtakes where safe and appropriate. The net result was my best ever RBRR economy at 36.1mpg overall, corrected for known odometer error. The car hadn't missed a beat the whole weekend and my tool kit was untouched. The feeling of accomplishment at having completed the event was just as I remembered it after my first, 47 years ago. Roll on 2023!

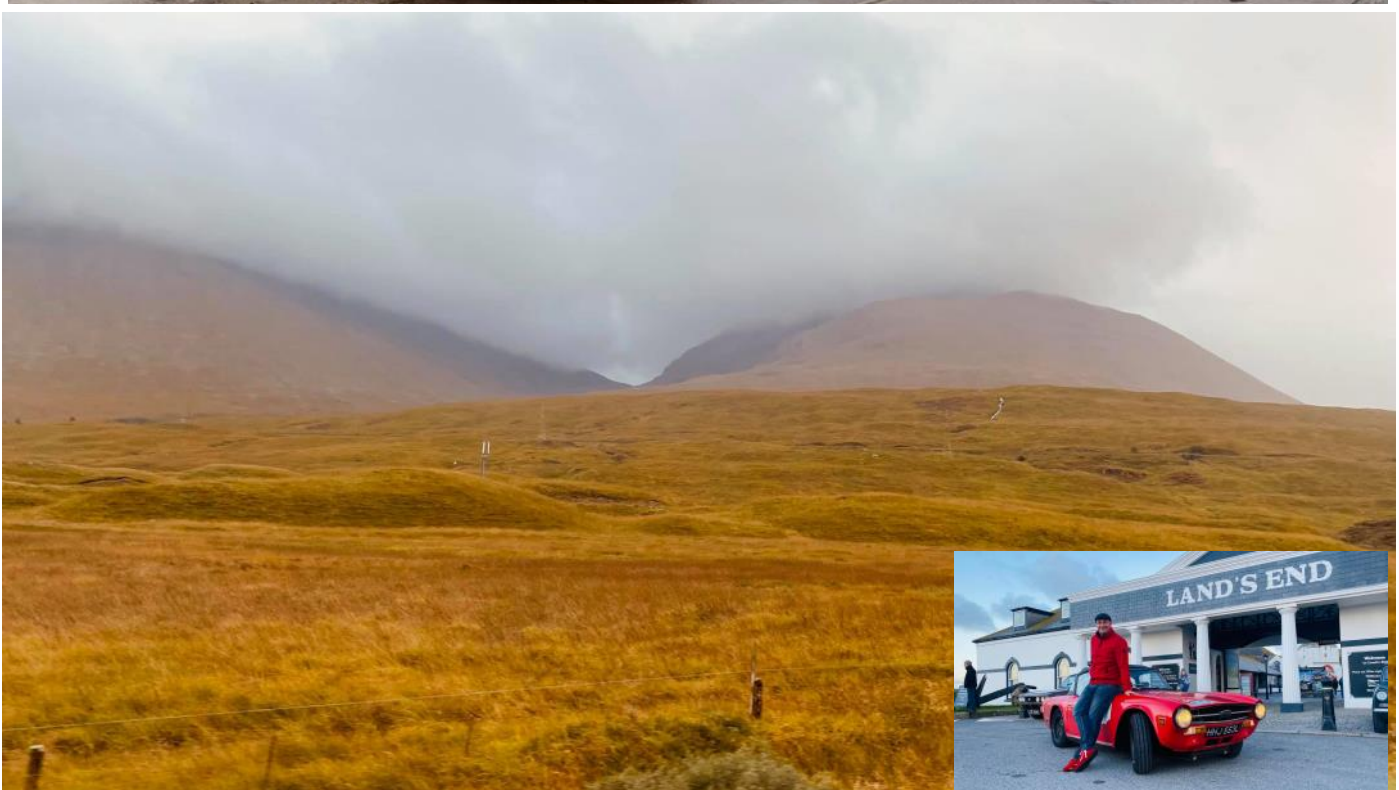
P.S. I have just checked the JustGiving website (Sunday 10th October) and the total raised so far for the Motor Neurone Disease Association by this year's RBRR stands at an amazing £87,985 and is still growing steadily. Such an amount seemed scarcely possible a few short weeks ago and all associated with the event are delighted.

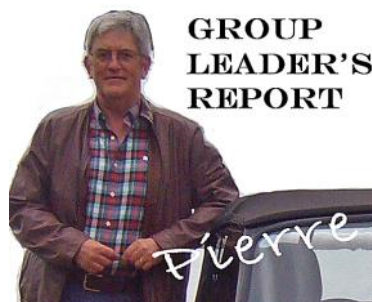
Tim .











GROUP LEADER'S REPORT

What's been happening since my last writings? For three LVGers in particular - quite a lot right at the beginning of October. I'm sure you will be reading elsewhere in this TRunion about Tim's exploits on the RBRR and also about how Phil, Mike, Mark and Katy handled 2000 miles in exactly 48hours. All in the name of charity as well. My own Triumph travels have been limited to Shuttleworth, Broom and Sywell, so are very minimal in comparison, but I'll add a few words here on each trip, starting with Shuttleworth. This was an English Heritage Open Day, when three of our TRs graced the public car park on a fine weather day along with our sail banner that attracted a TRR member from Essex for a chat. Although he lives just a little East of Ware, he is an Essex group member, such are the vagaries of the TRR allocation of members according to post code rather than real address. However it is now quite possible that he will come along to the Cock sometime soon.

Having mentioned the Cock, we had a group meeting on 19 September with a pretty good turn out when taking everything into consideration. We were also able to see Katy resplendent in full RBRR sticker mode, including the Katy's Kids windscreen sun blind. Time now for a confession, the Clangers failed to make an entry as I seem to have somehow lost the slide whistle

My next event was the Sywell Pistons and Props weekend - with tickets all arranged by Phil at a great saving - at £5 per car of two people - about one quarter of the full price. WE were allocated a good location that allowed us to mingle with our friends in the Camb Followers resulting in around 30 TRs putting on a good show accompanied by a couple of others. Also present were a few North London Group members and a contingent from the Nene Valley Group (apparently, Nene is pronounced as Nen, when upstream from Thrapston, and Neen when downstream). I spent quite a time watching the drag racing and was really impressed by the remapped Bentley leaping away in a very sprightly fashion, quite different from the 1923 Alfa Romeo, which sounded great meandering on its way to the paddock but took forever to get up to its max speed of 85mph up on the runway. Overall though, a good day and an opportunity to have a chat with friends.



My only other trip to mention was spending a week up north, starting at Kielder, then the Yorkshire Dales. The Kielder part was to visit the Observatory for a pre-booked evening star gazing using their telescopes. That turned out to be a failure as the weather was as bad as could be – blowing a gale and with torrential rain but it was still good to see the observatory and be educated a little about things astronomical. The hot chocolate was superb, in case you're wondering. The trip also gave us the opportunity to preview the accommodation we have booked for a holiday in the Dales next spring, this time in the TR.

My TR is going great although I do need to fix an intermittent front indicator repeater problem – nothing more than poor lamp contact, so should be straightforward. Remember though that there is no such thing as a 5 minute job on a TR (!).



Pierre.





The Matteringings of Muncer

Pete Muncer

I will start this month with some aviation tales and images. At the beginning of September, we had a few days visiting family in Christchurch - courtesy of no. 1 daughter & son-in-law's boat lying off Boscombe Pier, we had a grandstand view of the Bournemouth Air Festival. To start the show, the Battle of Britain Flight (see pic), comprising Spitfire, Hurricane, and Dakota arrived - our position just a few hundred yards off the beach meant that we were constantly being "buzzed" by aircraft as they turned overhead for another run (very distracting when you are trying to open a can of beer). Incidentally, why is it that the Spitfire and Hurricane sound distinctly different, even though they are both fitted with Merlin engines? (I know that later marks of Spitfire have Griffon engines) - although I suppose that no two TR engines sound exactly the same either. Later in the afternoon, the RAF Red Arrows carried out their usual immaculate performance (see pic) - these guys fly low - right down to minimum safety height anyway.

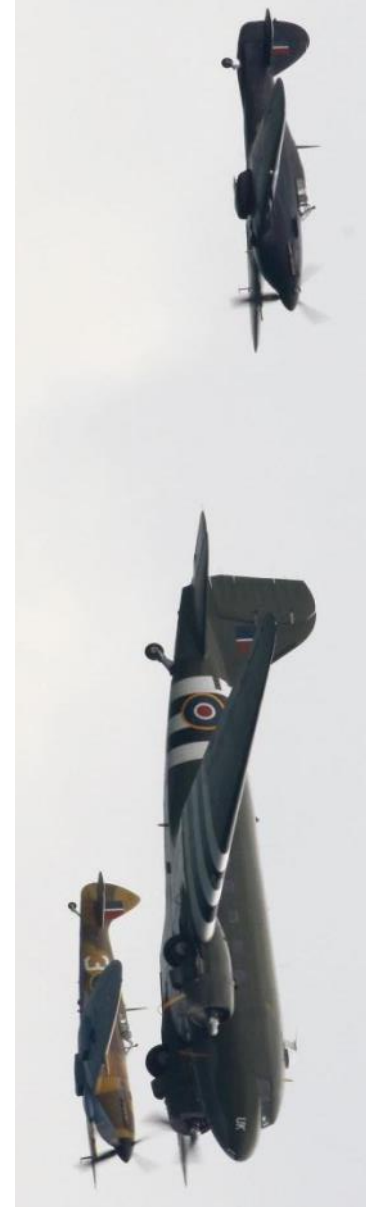
Then a change of pace, as two vintage Stearman biplanes with wing walkers made their sedate way into view. Unfortunately from then on things did not go to plan, as one of the biplanes developed engine trouble, and headed away from us losing height - the pilot was forced to ditch the aircraft in the sea, just at the entrance to Poole Harbour, in front of the Haven Hotel and the Sandbanks chain ferry. Although he tried to ditch at the lowest possible speed, as soon as the fixed undercarriage touched the water, the nose dug in, and the aircraft flipped over (see pic). The rescue services had been given just sufficient notice to be on the spot, and remarkably and very luckily, both the pilot and the female wing walker/passenger suffered only minor injuries, and were released from hospital that evening. Unfortunately the accident meant that the rest of the afternoon's flying programme had to be cancelled - but at least you could then concentrate on the beer. Next day we were at Corfe Castle, and we could hear clearly the RAF Typhoon as it carried out its' display, from over 10 miles away - it must have rattled the windows somewhat in Bournemouth.

(Photos of the Air Festival courtesy of the Bournemouth Echo).

Back to TR activities - driving up to Broom for the September meeting at The Cock, the 4A seemed to be running a bit rich, with tickover too high at 1500 rpm, and the fuel gauge dropping rather quickly. As is well known, my mechanical knowledge and ability is limited to putting fuel, oil and water in the respective orifices, so when Brian Chidwick arrived at The Cock, I asked for some advice. However, it soon became apparent that more time than we had available would be required to investigate any further, as at this point it was necessary to go into the pub and order a pint and the usual excellent meal. A couple of days later, I took the car back to JB Sports, for Billy Bellinger to sort out the mixture and adjust the slow running - I spent a fascinating morning watching Billy and his father Jack disassemble the carbs., while explaining the most intimate details of SU's - of course this was lost on me, so I concentrated on keeping the resident canines in the workshop happy and contented.

Billy had just returned from the Goodwood Revival meeting, where he had a good run to 6th place in the Whitsun Trophy race for "big-banger" sports cars. The Cooper Monaco King Cobra that he drives is a 1962 car with a 4.7 litre Ford V8 (see pic), and he was up against 1965/66 Lola T70's and Ford GT40's with motors of well over 5 litres, so I thought that was a respectable result. Apparently through the slowest sector of the Goodwood track (Woodcote corner and then the chicane), the Cooper was only 0.2 seconds slower than the winning Lola, but lost out on the straights - clearly a case of "Power!" as a certain TV host was fond of shouting frequently.

The first weekend in October saw two events happening, the CACCC Falling Down Tour, and the Club Triumph Round Britain Reliability Run - but just days before, the fuel crisis arrived (or fools crisis caused by panic buying). In our own case, we could not obtain any fuel locally to give the TR enough



range even to get to Suffolk for the Falling Down Tour, let alone getting back - so instead we had to resort to using our VW T6 campervan, which was brimming with diesel (the club will be known now as the Carpenters Arms Classic Car & Campervan Club). Many other entrants experienced similar problems, so 20 very assorted vehicles (but including a few classics) assembled at the Stoke-by-Nayland Hotel in Suffolk. In the circumstances, the full tour route on October 2nd became something of a luxury - the first section was a 45-mile loop around the Suffolk countryside, finishing in the picturesque wool market town of Lavenham, then a short 21-mile section to the East Anglian Railway Museum at Wakes Colne. The last section of 55 miles took in some of the scenic Essex villages, including Steeple Bumpstead (what a wonderful name!), Finchingfield, and Thaxted, with the "official" route ending at Buntingford. Incidentally we always state that the route in the Tulip road book is an advisory one only, so folks are free to divert and use their road atlas (providing they brought one) - this time the road book was almost irrelevant, and most folks had to set off directly to home. Anyway the "tour" provided an opportunity for an enjoyable social gathering in an excellent hotel - now to start planning the '22 Springing Up Tour.

In spite of the fuel crisis, over 130 assorted Triumphs set off from Knebworth House on the Friday evening, on the Round Britain Reliability Run - included in the entry from LVG were Tim Hunt in his 4A for the **23rd** time on the event, and of course "Katy's Kids" (who are they kidding?) in the Dolly Sprint making their debut. To remind you of what is involved, the route for the RBRR is Knebworth to John O'Groats, then down to Lands End, then return to Knebworth - so 2000 miles in 48 hours, in vehicles not exactly in the first flush of youth. At this point we should note that many of the crews also are not as young as they were (but no names etc.) - the last time that I attempted anything of this nature, I was a mere slip of lad (stop laughing at the back), so due respect to all those of more advanced years tackling the RBRR. I received an early warning from Mike, of Katy's Kids arrival back at Knebworth on Sunday evening, so was able to give them a wave as they drove in - well done lads.

The LVG Events Team (a.k.a. Katy's Kids), having recovered from the RBRR, over the next few months will be planning the 2022 tours, outings, visits, etc., for us all to have a crack at. For this they will need input from us all, with ideas for same - which puts me in a potentially tricky position. As is well known, I plan tours for the Carpenters Arms club (at least I hope will be in 2022, subject to any more Covid restrictions) - so what to do? Try to entice LVG members to enter CACCC tours? Choose between CACCC and LVG events where there is a clash of dates? What a dilemma! Usually there are only three CACCC tours each year (Springing Up Tour in April, the one-day Tibbles Tour on the last Sunday in June, Falling Down Tour in September, with the SU and FD tours being the 2-night stay-away events), so maybe with a bit of co-ordination and forward planning, we can avoid date clashes. Of course LVG members are welcome on any CACCC tours - over the years we have had regular representation from LVG - people keep coming back for more, so we must be doing something right.

Finally, I cannot finish this month without a mention for Sir Lewis Hamilton, and his 100th Grand Prix victory in Russia recently, an achievement which will stand for many years - to get it into perspective this equals the aggregate number of wins by Alain Prost (51), Niki Lauda or Jim Clark (25), and Fangio (24). Whether Hamilton will be champion again this year (for the 8th time) is uncertain at the time of writing - Max Verstappen certainly appears to have a faster car this season. Next season Hamilton will have a new team mate, George Russell, who has been promoted from the Williams team (and who nearly won a race last year, deputising for Hamilton when he tested Covid-positive). With Lando Norris in the McLaren team (who came within three laps of winning the Russian race), we will have three Brits fighting for race wins, and it is a long time since that was a possibility.



Pete .



Sywell– Pistons and Props

Phil Sanford

The recent Pistons and Props at Sywell Aerodrome was a good example of inter-group cooperation. Joining the LVG were cars from Camb Followers and North London Group. It gave us a total of 19 cars attending on the Saturday with 1 LVG car joining the Nene Valley group on the Sunday. The organisers clearly had a sense of humour as our stand was labelled Lea Valley Group and Camp Followers. Not sure what sort of Camp they had in mind?

As each group were coming from different directions, we each organised our own group drive. The LVG initially met at Baldock Services, then onto the infamous Maulden Woods car park, on Deadman's Hill. We then travelled up the A6 and into Bromham for a very smooth drive-by to collect Tony Bannard-Smith. We reached the show in good time only to be confronted by a very slow queue caused by only having one person on the gate. Cars and tempers reached boiling point but once in things calmed down and we had a good catch up with our CF and NLG friends and took the opportunity to have a belated breakfast.

There was a good selection of cars present and plenty of stands selling car related stuff along with all the other paraphernalia that is usually found. You could also visit the museum that is on the aerodrome. We were fortunate that the sun came out in the afternoon for the admittedly disappointing "Props" part of the show. Only four aircraft were flying, a pair of Extra 300's doing aerobatics and a Spitfire and a Hispano Buchon ME109 dogfighting. You will see from the photo that this proved too much excitement for a couple of our members!!!!

Phil.



The Tony Matthews Classic Tour (Derbyshire/Staffs) – 19 September

After a 40 minute cross country drive from our B&B, we arrived at the "Great British Car Journey" for the start of the tour. This museum opened in April 2021 and is located in a former wire mill on the River Derwent at Ambergate. It is owned by Richard Usher who owned Auto Windscreens. It has about 130 British cars on show with another 32 that the public can drive, a cafeteria and some great merchandise to buy.

After the usual coffee and bacon butty.....off we go at car number 3. We pass the first of several reservoirs on the route, Carsington Water and note that the levels are all well down.

We cross high over moorland where we have an interesting confrontation with a herd of cowsplus a very large bull which would not move off the road. We edged forward and it moved enough for us to get alongside but the cow in front would not move ...and Chris and the bull were now face to face! "I hope it doesn't lick me" was the commentand at last we were through. The next excitement was going through Tissington Ford. Plenty of water in the ford but just low enough not to get our feet wet (Eds note: gaps with no door seals).

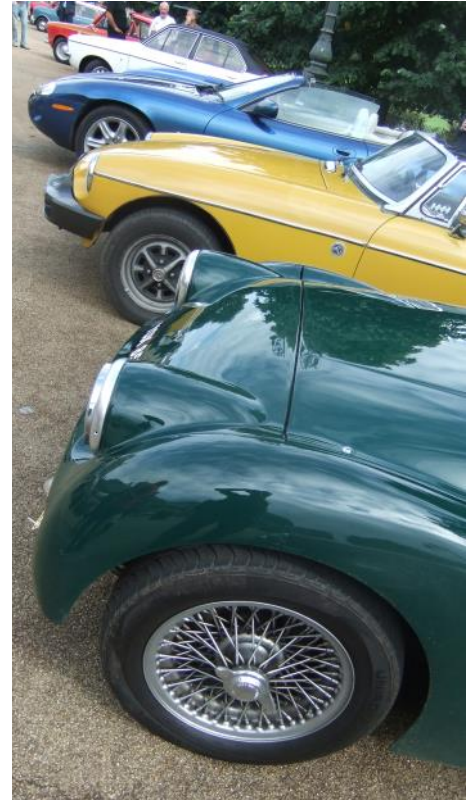
We then follow the River Manifold along the beautiful Manifold Valley and carry on to the coffee stop at the Churnet Valley Steam Railway.

After coffee, we have excellent views as we drive along Ipstones Edge and we come to the approach to Butterton village which requires us to negotiate 3 fords. They are all interconnected with a row of ancient houses alongside and in total at least a quarter of a mile long, the first 2 were cobbled and dry and the 3rd had fast flowing water which we had to travel along rather than straight acrossall very exciting. We continue across the Staffordshire Moorlands to pass the Roaches, a major rocky ridge escarpment favoured by rock climbersto the lunch stop at Tittersworth Water.

We continue back towards Derbyshire passing Lamaload and Errwood Reservoirs and into the Goyt Valleyto the Pavilion Gardens in Buxton for tea and cake. This is packed with tourists and we form a great added attraction for them at this stunning site and gardens.

We leave Buxton in a heavy rainstorm which, luckily, only lasts about 10 minutes ...to drive over open moorland and down the steeply sided Dowel Dale and then more moors (!) to arrive back at the "Great British Car Journey" for a 2 course meal.

This tour was excellent, with superb scenery from start to finish. It is our last tour of 2021 and despite the pandemic, we feel delighted to have completed 5 tours this year. We hope to take part in a few more next year.



Pat.



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 10

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.

I think if I apologise again for missing a month, I will start to bore you with my endless excuses, so instead I will apologise to Chris who is endlessly patient with me. This time we finish the Block and start thinking about the Head. There are lots of parts in the Head obviously but it took a surprisingly small amount of time to get it together, after which it was all about fitting it to the block and getting the engine ready to run for the first time. More about that later. We catch up here having fitted the timing chain cover ...



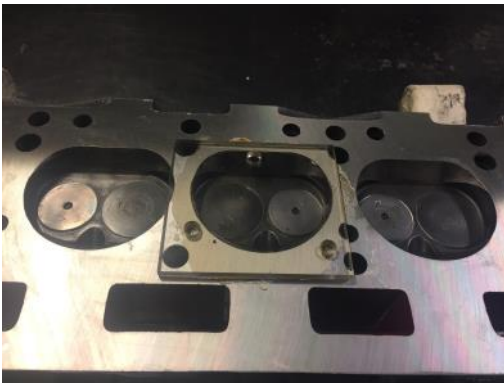
Once the timing chain was sorted, it was time to cover it up. As some of the same bolts hold the timing cover on as hold the engine plate on, these need to be removed, Loctited, and replaced, not forgetting to include the alternator mount and the timing cover oil seal. The oil pump is then checked for tolerance (0.002"!), primed with Vaseline and fitted "hard hand tight". Then the sump cover is fitted with sealer, remembering the front 2 and back 3 bolts are shorter than the rest.



The engine is starting to look slightly more like an engine at this point as we flip it over and add a few bolt-on ancillaries such as the oil filter. We give the crank a few gentle turns to make absolutely sure there are no suspect noises of catching, and turn our attention to the Head.

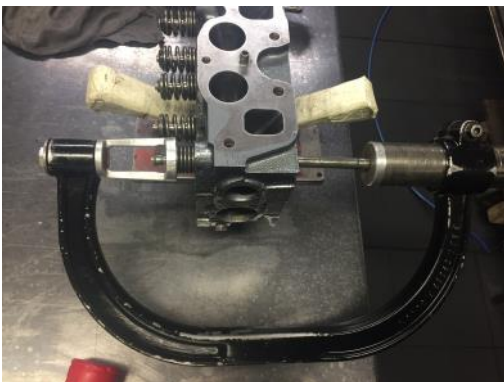


Since removal, the Head has been thoroughly cleaned in an ultrasonic bath, skimmed, and had some minor flowing applied. As standard, there are “globs” of metal that stick out into the air intake innards that really have no place being there and are quite safe to remove. This was therefore done and the intakes polished somewhat. The valves had also been “faced” and valve seats cut. The first job was to clean the valves thoroughly with brake fluid as it is vital that the stems and guides must be clean. Valve lapping paste was added to the seats (first coarse, then fine) and the valves were lapped

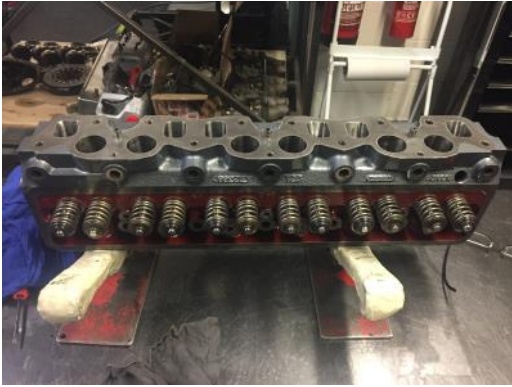


After this, the cam followers (not the Cambridge guys!) were also cleaned, covered with bearing guard and inserted into the block. The head studs were wiped and installed with torque fluid with long threads at the top.

The picture above, and this picture, show the procedure used to measure the capacity of each cylinder above the piston (assumes piston tops out flat with the bottom of the head, and you're in trouble if it doesn't!). Basically you use grease to seal the valves, put in an old spark plug, and add the perspex cover. Then the burette is used to add water (or diesel or paraffin) to determine what the capacity is by seeing how much will fit in. Simple. Each one is done in turn allowing you to deduce quite accurately the capacity of your engine.



Each valve is carefully inserted into its guide, ensuring the cleanliness is preserved and adding vaseline liberally to each stem. Then this very excellent, air-powered, valve spring compressor was used to compress the springs in order to fit the collets and retainers, again using vaseline. You then simply decompress, ensuring alignment. This is a much simpler task than I expected but I am sure it was owing to the tool used, and without it, it would have perhaps been much harder.

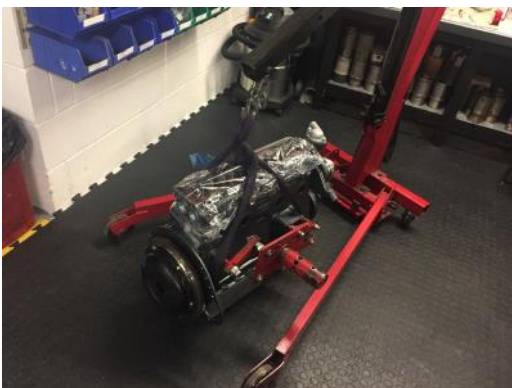


The finished Head. Note the used of a very sturdy yet soft, stand. You don't want any marks or damage occurring to your nice new Head.



A composite gasket was used between the block and the head which meant no sealer was needed. A light coating of assembly lube was added to each stud to avoid binding and the head was placed very carefully over the studs. Washers were coated with torque fluid above and below and torque fluid was also added to the stud threads. Nuts were cleaned and Added. The head was then torqued down in three stages, following the correct pattern and procedure for tightening the nuts:

- 1) to 40 lbft, leave for 1.2 hour
- 2) to 60 lbft, leave for 1/2 hour
- 3) to 80 lbft



Various tasks were completed following this point. This included fitting the flywheel, oil pressure relief valve, clutch plate (using alignment tool), water pump (not forgetting the alternator bracket), thermostat and cover, oil pressure warning lamp sender. The engine was then removed from the engine stand and that day's work was complete.

Only need the finishing touches to the head now and addition of ancillaries before seeing if it all works!

See you next time on ... Following in his Grandad's Footsteps.