



The

# TRunnion

*Communicating with Lea Valley Group and the world*

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**202111 NOVEMBER**



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*More stock photos needed for Editor's file*

**EDITORIAL**

Even those of us who drive a TR which has been modified, the power is exciting and user friendly ....simply plant the foot on the accelerator and watch the needle hit the red line as you go up through the gears (no. I don't drive like that all the time ....but a clear country road and especially a twisty hillclimb ...my favourite). For the first time, I now have a daily driver which is quicker than the TR and I realise that for some cars you really need to squeeze the throttle gently in order to control the power as you accelerate. This is also the first time I have driven a car fitted with a turbo and after launching away from traffic lights a couple of times, I am now more cautious!

What do you do with the time you save on the road? There is a section of local road where (in TR) I reach a legal 60mph at approx 70% of its length . The same section in the daily driver gets me there in approx 30% of road and then I just back off and cruise. Both driving experiences are enjoyable and useable power is the key ....and not forgetting brakes to match.

A friend of mine used to drive a TVR Tuscan 360 which really was an animal, he claimed to get wheelspin in 1st, 2nd and 3rd. So what, excuse this ramble .....

Welcome to the November issue of Trunnion and hope you have enjoyed some good TR driving over the last few months. Considering my TR3A missed out on some cancelled events earlier in the year , I have still managed to clock 3,000 miles between MOTs.

See some of you at The Cock on Sunday.

*Chris.*



**What's IN .....**

- 3-5   Whats ON**
- 6-7   GL Reports**
- 8-9   Wibble Mutters**
- 10-12   Sywell Sunday**
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- 16-18   French Connection P 11**



**PLEASE NO MINCE PIES ..... Just get your articles in before deadline date if possible .....Thank you .....>>>>**

**DEADLINE DATE for articles & photos for next issue is THURSDAY 9 DECEMBER**

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

**REMEMBER** : All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : 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 call ....and book yourself in for a lunch one day soon ?*

## What's On - November and beyond

For some of us our cars are going into their winter hibernation and getting all those little jobs done you have been putting off. For others it is a matter of getting out in the TR when there is no salt about, if the warm weather keeps up it will give us a welcome extended driving period. Very little is happening on the show scene until the New Year. We will keep you posted regularly through TRunnion and the LVG website <https://www.trregister.co.uk/group/lea-valley>

Just after you receive this edition of TRunnion we will be having our regular monthly meeting on the 21<sup>st</sup> at the Cock from 12 noon. Don't forget to make a reservation if you want to eat. **STOP PRESS**, the 2022 LVG calendar will be on sale at the meeting for the rock bottom price of £6.00 which is an absolute bargain. This year's calendar has been put together by our resident photographic guru, Alison Payne. Look out for the special "Driver's Wives" section. The winner of the photo competition will also be revealed, this is a meeting not to be missed.

The December monthly meeting at the Cock on the 19<sup>th</sup> is our "unofficial Christmas Dinner" although you can just come along for a chat and a libation as eating is optional, as is tyre kicking! Please contact the Events Team as soon as possible if you would like to book a meal at this meeting as we are taking deposits and menu choices. Once again, the 2022 LVG, collector's edition, calendar will be on sale for the cheap as chips price of £6.00 a good way to solve Christmas present buying for loved ones.

New Year's Day sees a couple of classic car 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, Cambs, which usually starts at midday or Vintage Stony at Stony Stratford. We believe that the Barrington meeting will be better attended by the group, if anyone would like to join up for a group arrival, please contact Phil or Mike and we will see what we can arrange.



The 16<sup>th</sup> January sees an important date for your diary. It is our Annual Members Meeting (aka AGM) followed by our traditional Kick Off Lunch. We are back at the Mount Pleasant Golf Club, Lower Stondon. You are most welcome to attend the AMM meeting without having the lunch. The meeting will start at 12 noon and usually takes about half to threequarters of an hour. It 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, you never know. It is excellent chance to have your input to the way the group is run and to hear what is being planned for the coming year. Tea, coffee and biscuits will be provided free of charge, the bar will also be open if you want to buy anything stronger. There will be plenty of opportunity to catch up with friends and make new acquaintances after the meeting.

The Kick Off Lunch will start at 1.30pm and is a three-course meal, followed by a quiz and a raffle which will feature a "star prize" along with lots of other goodies. This all takes place in the spacious and comfortable function room. Full details and a lunch booking form will be sent out to you via email in the next few weeks. There will be the usual subsidy for members and one partner plus tea or coffee after the meal.

A week later on the 23<sup>rd</sup> is the MG and Triumph spares day in Telford. A new venue for this event and hopefully a little warmer than the sheds at Stoneleigh

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

## *Phil & Mike Events Team*

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

**21<sup>st</sup> November**      **Group Meeting 12:00 onwards The Cock PH, Broom**  
**19<sup>th</sup> December**      **Group Meeting & Xmas Dinner 12:00 onwards The Cock PH, Broom**

## **2022**

**1<sup>st</sup> January**              Classics on the Village Green   Barrington  
**1<sup>st</sup> January**              Vintage Stony      Stony Stratford      [www.vintagestony.co.uk](http://www.vintagestony.co.uk)  
**2<sup>nd</sup> January**              Whitewebbs Museum of Transport      Autojumble  
**16<sup>th</sup> January**              **Annual Members Meeting & Kick off Lunch**  
**Mount Pleasant Golf Club, Lower Stondon**  
**23<sup>rd</sup> January**              MG & Triumph Spares Day      Telford International Centre  
**20<sup>th</sup> February**              **Group Meeting 12:00 onwards The Cock PH, Broom**  
**18<sup>th</sup> – 22<sup>nd</sup> March**      Practical Classics Classic Car and Restoration Show      NEC Birmingham  
**20<sup>th</sup> March**              **Group Meeting 12:00 onwards The Cock PH, Broom**  
**17<sup>th</sup> April**              **Group Meeting 12:00 onwards The Cock PH, Broom**  
**24<sup>th</sup> April**              **Drive It Day**      Route to be confirmed

15 <sup>th</sup> May	Group Meeting	12:00 onwards	The Cock PH, Broom
18 <sup>th</sup> June	LGCCVCC Picnic		Halls Green
1 <sup>st</sup> -3 <sup>rd</sup> July	Le Mans Classic		
19 <sup>th</sup> -21 <sup>st</sup> August	Triumph International Weekend		Stafford County Showground
21 <sup>st</sup> August	Flitwick Lockdown Car, Bus & Motorcycle Show		Flitwick
26 <sup>th</sup> -28 <sup>th</sup> August	Silverstone Classic (Provisional Date)		
11 <sup>th</sup> -13 <sup>th</sup> November	Classic Motor Show		NEC



***With thanks to our Ex-Group Leader, Julian Hensman for sending a photo of this Pau poster which he bought recently in Pau whilst touring in the Pyrenees.***



## GROUP LEADER'S REPORT



Over recent weeks, the thoughts in the Miles household have centred on the death of one of Pat's cousins down in Deal in Kent diagnosed a few months ago to have a very virulent form of prostate cancer. His three brothers – all in their late 50s also have it, this being a form that is passed on genetically from their father. Last weekend we were down in Deal in our Giulia for the cremation as we had been asked to give people a lift to the crematorium so using the TR for this trip was not appropriate. We travelled down to Kent the day before the cremation but the weekend took a down turn when shortly before it was time to leave for the service early Friday afternoon, we went to our car that had been parked in the main car park to find it had been hit by another car. Visible damage is not significant but the impact immediately in front of the OS front wheel had forced both front wheels through about 30 degrees and moved the whole front of the car about a foot to one side. My main concern was unseen damage to steering components. To cut a long story short, I considered the car to be undriveable, so the rest of the now extended weekend was dominated by finding a room for a couple of nights, feeding the car park meter every 3 hours pending its recovery and coordinating with Europcar for the replacement vehicle. There is a small upside to the story in that the perpetrator had left his contact details.

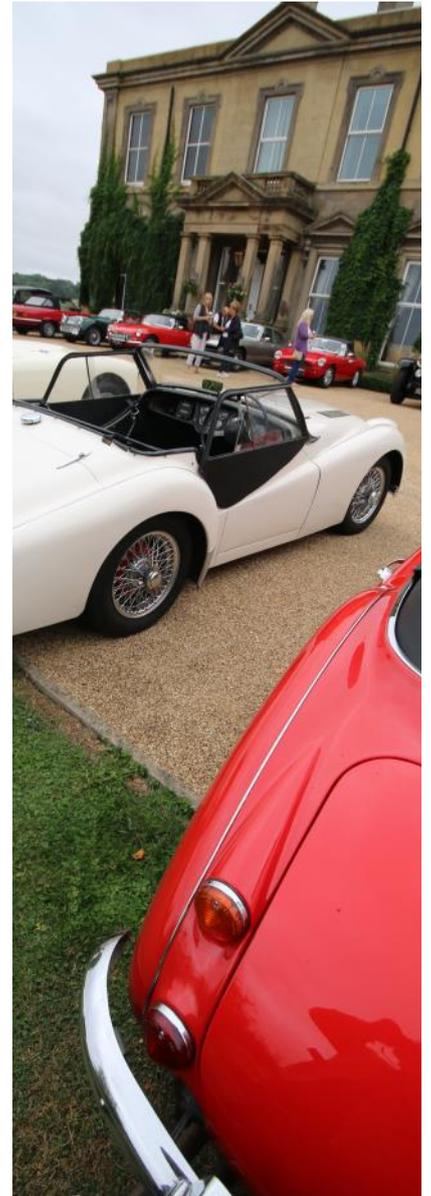
Enough of that, so what else to mention? Not too much in the TR world, unfortunately. But I am really looking forward, as I know most of us are, to the times when we all feel able to get the cars out and enjoy the best that TR driving can offer. Having said that and looked again today at the Paul Ireland excellent book, 'Modern Fuel, Classic Motors' it occurs to me that if we want to ensure the long term availability of E5 fuel – which is the best we can hope for with 100 octane being long gone -we all should get out there as much as possible and use the cars to demonstrate to the powers that be that there is a continuing demand for E5 (called the 'protected grade, but for how long?) and so prevent legislation being drawn up that would allow it to be withdrawn from the market. Of course it isn't straightforward in these times of Covid and concern about Climate Change, but with a little good fortune we will soon be able to get out and drive TRs a lot more than the past couple of years. I'm sure that we will all feel a lot better for it, so stand by to be badgered a little. Go have a look at your car, blow off the dust, get it started and drive somewhere!!



The one other thing to mention in the LVG TR world is that January will be when we have our annual meeting, taking place again at the Mount Pleasant Golf Club at Lower Stondon, followed immediately by the Kick-Off Meeting to get 2022 started. There are just a very few admin details that are covered on this occasion, one of which relates to the LVG committee. Some of you will know that the LVG was formed in January 1973 and is therefore soon to complete its first half century of existence. It is intended that we will celebrate this birthday and will be making plans during the coming year on how best to do this. This work has the potential to add significantly to the routine work carried out by the committee. Indeed, it is quite likely that the composition of the existing committee will change in the very near future, so we have decided to ask all LVG members how they might be able to support the committee in their endeavours on this project and everything else as well. If you would like to support the committee in any way, please have a chat with one of us. Your ideas and any type of expertise you have are likely to be helpful in keeping the group active and set it up for the next 50 years.

Oh yes and the dodgy Indicator repeater problem reported in the previous TRunnion. The cause was an excess of corrosion in the lamp holder, easily (but a little more than 5minutes as ever) sorted by use of a Dremel, glass fibre contact cleaner brush and contact cleaner spray. Should be good for another 49 years now, I hope.

*Pierre.*



## Is it the write time for YOU?

*With thanks to the few readers who regularly write interesting articles for Trunnion ....Pete M, Tony B.S., Brian, Phil, Mike, Julian and others .....it's not enough. I know you have been meaning to send in a few lines ( a letter to the Editor will do) and some interesting TR or classic car photos. Keep me supplied with articles and I will be able to carry on with monthly Trunnions ...it may be up to YOU ! Wayne produces an excellent TR action magazine but even he is crying out for more input. Maybe there is not much more to be said?  
THANKS, Ed.*

IF the Editor has caused any offence, please email him to complain ...along with your article and photo



# *The Matteringings of Muncer*

*Pete Muncer*

Well, at one point last month I contemplated changing my name to Blackadder, wearing underpants on my head and uttering the immortal phrase "Wibble" – following many sessions of pushing little white sticks up my nostrils. You guessed it, good old Covid strikes again – my better half Sue tested positive but fortunately without any symptoms whatsoever – so then it was a case of lateral flow and PCR tests (I always thought a lateral flow test was something to do with checking carburettors). Clearly my antibodies put up a good fight against the virus, as I continued to test negative. Anyway we had to miss the October meet at The Cock – we may miss the Xmas lunch gathering there also – however firmly in the diary is the AGM & Kick Off Lunch on January 16<sup>th</sup> at Mount Pleasant G.C. (memo to self – remember to take the LVG Photo of the Year Trophy so that it can be awarded to the new recipient).

I had a couple of unusual experiences while my wife was restricted to home – firstly, I had to carry out an activity called shopping – this involved going into this large building (masked up of course), which contained row upon row of shelves with a vast array of items – fortunately I managed to obtain all the items on my shopping list (plus a bottle of Famous Grouse – for medicinal use only). Secondly while in Stevenage, I took some bags of garden waste to the waste site, and while I was unloading same, a red car of foreign manufacture pulled up alongside – it was an Alfa, driven by guess who? I greeted our Group Leader in my usual diplomatic manner ("which bin are you putting the Alfa in?"), before making my escape – amazing the people you meet in waste sites.

What with Covid and fuel shortages, my TR has covered b\*\*\*\*r all mileage this year, with just the Tibbles Tour in June, trips up to Broom, and a few local warm-up runs. Looking back to the Round Britain Reliability Run in October, in particular to Tim Hunt's amazing record of 23 starts in the event, made me realise that his TR4A has clocked up close to 50,000 miles, just on the RBRR over the years.

My car has done not much more than that (about 65,000) over 28 years of ownership, which works out as a fairly pathetic 2300 miles per year. We did most of our longer and/or foreign trips in the earlier years of ownership – the TR Tour of Ireland in 1998, Holland in 1999, Northern Spain in 2001, Belgium in 2003, various trips to France, regular entry on the Norwich Union Classic and Haynes/RAC tours in the U.K., and then CACCC tours for the last 20 years. Inevitably, over the last couple of years the annual mileage has dropped substantially. I wonder who in LVG can claim the highest annual mileage for their TR? Maybe there should be an award for the most miles achieved in a year.

Hopefully the opportunities for clocking up the miles will be better next year, so I have been busy plotting a route for the CACCC Springing Up Tour in April. Precise dates and hotel venue are yet to be finalised, but the tour is planned to be held in the last week of April, possibly mid-week, and based in either Salisbury, Shaftesbury or Blandford Forum – my preference is for Blandford, but clearly this has nothing to do with the fact that the Hall & Woodhouse brewery is just up the road from the hotel. As well as the change to mid-week (for better hotel deals), the other format change is that the route of the tour will return to the hotel for another night's stay – day 1 will be for making your own way to the hotel, day 2 for the tour, and the return home on day 3. The tour itself will be a drive around the Dorset countryside, and the traditional dinner will take place post-tour, giving plenty of opportunity to swap experiences, and for folks to complain to the twit who compiled the road book. That reminds me, I need to plan some routes to the hotel avoiding the M25 and M3 as much as possible.



In the last issue of TR Action, there was an item about the De Havilland Aircraft Museum at Salisbury Hall near London Colney. Back in 2010 the CACCC Tibbles Tour visited the museum, and it is well worth a look. At this point I have to admit that many years ago (and I mean many), I paid a sneak visit – my transport then was a bicycle with a 10-speed gearbox (told you it was a long time ago). The museum back then was a very much smaller and informal affair than it is now, but you could wander around freely, including being able to sit in the cockpit of the prototype Mosquito.

I watched the TV highlights of the Goodwood Members Meeting in September, and was disappointed that only a couple of races were given any coverage – half of the one-hour slot was devoted to chats and interviews. Luckily a few days later I was browsing the Register website, and in the Social Scene section, I came across an excellent video of the Ronnie Hoare Trophy race. Josh Files finished a good fourth in a TR4, but my interest was with Billy Bellinger in the Morgan SLR (fitted with a TR engine) who came in second, beaten only by a Porsche 904 and in front of a Ferrari 275GTB. Regular readers will know that Billy has performed some fettling on my 4A this year – however I have no plans to take up circuit racing as a result at my time of life, so Hamilton & Verstappen can breathe again. Talking of whom, with five races to go at the time of writing (just before the Mexican G.P.), I think that Max may just hang on to his narrow points advantage and take his first title – but who knows in F1?

*Pete.*





# Sywell - Pistons and Props

Sunday 6 September - report and photos : Phil Titchner



As we had family commitments we were not able to join with the rest of the Lea Valley Group on their run to Sywell Pistons and Props on the Saturday, but as the tickets were for the weekend we decided to go on our own on the Sunday.

We set off on a grey, misty, morning, but as we neared Sywell the mist cleared and we had a beautiful sunny day. From WhatsApp comments the previous day we expected long queues and delays to get in, but were pleased to be able to drive straight in. After some time searching for the TR Register stand, we joined half a dozen TRs from the Nene Valley Group.

It was our first visit to Sywell, but as we knew that it was famous for its Art Deco buildings we started by looking at them. There is a restaurant, a hotel and a couple of hangars where the Art Deco Style can be clearly seen.

Separate from the Aerodrome there is a small Aviation Museum which is run by volunteers. It



is absolutely crammed with WWII items, where you have to browse slowly round and then probably only see half of the exhibits. Outside they have a Hawker Hunter F2, which apparently is very rare, and a Handley Page Jetstream which is in rather a sorry condition and for which they are raising funds to conserve.

We then wandered back onto the Aerodrome to look at cars. An incredible mixture ranging from all sorts of types and age in the static display to some very exotic machinery which was waiting to get onto the track. Historic racing cars, historic sports cars, go karts, motor bikes old and new and all the time a deafening roar of high performance engines being revved. We stood watching these for quite a while until our ears told us it was time to move on. Wandering around the various club stands revealed even more diversity of classic vehicles and even a monster vehicle used for tractor pulling competitions.

Lots of pistons but very little in the way of props. There was, however, a very good aerobatic performance by two aircraft sporting sponsorship from NUII Ice Cream Adventure, a CAP232 and an Extra NG (unusual for a team to fly different aircraft). They gave a dazzling performance which lasted for about half an hour. Later in the afternoon a Spitfire took off and carried out a short display.

We thought that it was a very good show, with a much greater range and quantity of vehicles than we had expected to see and certainly well worth a visit.

*Phil.*







### Letter to the Editor

Dear Ed,

I'm somewhat ashamed to admit that my contributions to TRunnion recently have been few and far between. Fortunately, since you began producing the newsletter (probably better termed 'magazine' nowadays) on a monthly basis at the beginning of the pandemic there has been plenty of material from a much larger proportion of the LVG membership. This has provided entertaining and informative reading throughout what has been a period of isolation for many of us and just shows what talented people we have in the group. As a former editor, I know just how hard it is to keep up a high standard and generate feedback and further input from members.

There has been a good mix of technical articles, tour and event reports, mutterings from another former Ed and updates from our illustrious Group Leader. Hopefully this will encourage more members to put their fingers to the keyboard (OK - I know most people use their phones or tablets nowadays, but after a working lifetime at the cutting edge of technology, I'm now a confirmed Luddite).

We receive regular membership updates from the TRR Office and there has been a steady influx of new members. However, there is usually very little information provided other than contact details, so if any of those new (or returning) members are reading this, perhaps they could drop you an email introducing themselves and their cars (preferably with a photo or two) and let the committee know what they would like to get out of being a member of the club and especially from the local group.

I'm sure you will have plenty of material for the next TRunnion, Chris so I will keep this short but with the warning that there may well be further episodes of my "Motoring Memories, Mistakes and Mishaps" in the New Year which marks the accidental beginning of my 50 years involvement with TRs.

*Brian Chidwick*



# What's Appening Geoff ...



A sneak preview by Geoff Gordon on LVG What's App.

We look forward to the full story of the revival of this historic TR2 in a future issue of TRunnion

# 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 11

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.

This is the penultimate episode in this series following my engine rebuild. This time, we put the finishing touches on the engine and run it up in the workshop before packaging it for the long journey home. It will come as no surprise that this was the most nerve wracking part of the process, not least of which because if things did not go right, I had to leave and go home the next day anyway. So here then is the new, improved TR6 engine, in all it's glory. You may remember last time we had just removed the engine from the engine stand, so we start this episode with it on the crane, with a suitable mix of nerves and excitement.



Before I start, I want to mention that on Darryl's recommendation, I decided to fit carbs to the restored engine instead of refitting the fuel injection. There's lots that could be said about this, which I won't do here, but mention it so the more observant among you don't write in to complain! But it was mainly to get more power and I still have the fuel injection parts and can revert at any time, with a bit of jiggery pokery of course.

The first thing we did was to fit a dummy gearbox and the engine mounts so that the combined unit could be mounted in a test chassis.

Of course without the dummy gearbox, it is also not possible to fit the starter motor, so that is added too as we're not going to be doing much



This is Racetorations' ingenious test rig. It's made of an old TR6 chassis and includes most essential non-engine parts for running an engine, including radiator, battery, "dashboard" (ignition switch, starter button, dials), mini fuel tank, etc. It's also on wheels which allows you to move the whole rig, once assembled, outside where the exhaust fumes can escape. The only thing missing in fact is the exhaust, which is added once the engine has been moved and simply assembled so that the end is adequately supported.



Now the engine is on the rig, we complete the top of the engine. First, rocker assembly studs and cover studs are cleaned and inserted with Loctite 243. Then we cleaned and rolled the pushrods on a flat surface to ensure they were straight (any bent ones would need to be replaced), and inserted them. Ultra torque assembly lube is then added to both sides of the rocker cover washers and studs. The rocker assembly itself is then added and fixed in place, tightening using the usual "middle-out, side to side" pattern to 34 lb/ft.



The tappet clearances for my engine are 0.012" for the inlet valves and 0.014" for the exhaust. The clearances for each valve tappet is done in turn, front to back. Using a large spanner on the main pulley, the engine is turned until each valve is just fully open, plus another 1/2 turn. Then feeler gauges are inserted and the tappet adjusted until the feeler gauge is tight but still moveable. Tighten off the nut (easier said than done without moving the adjustment screw!). Once all valves are set, go through the cycle again rechecking the clearances, at the same time checking that none of the valve springs gaps (i.e. between each spiral of the spring itself) touch. If they do, shims are required under the rocker set and the process needs to start again

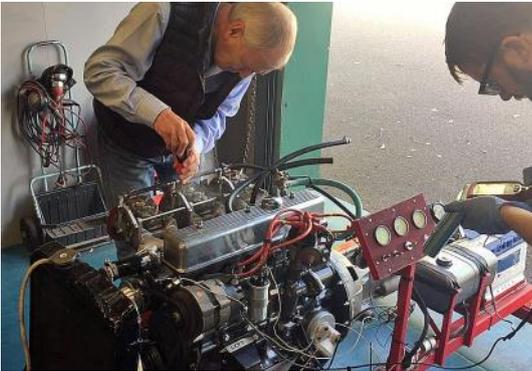
Set the engine position to Top Dead Centre firing for cylinder no 1 (both valves rocking). This is required to know how to insert the distributor in the right position. Then fit the rocker cover.

Next fit the distributor. This goes in (assuming no 1 pot at TDC firing, see above) with the slot at a 10 past 8 position. More detailed information is available in the Brown Bible on this. Install the bracket squarely onto the distributor and fit. Then turn the engine to ensure the distributor turns .

Finally, we fit the heater tap, alternator, dizzy cap and leads, and add running in oil. We finish with the exhaust manifold, carburettors (both borrowed here), and add coolant.

We are almost ready!





Last minute visual checks are performed. We then remove the spark plugs and engage the starter motor for several 5 second bursts in quick succession. At this point we are not trying to start the engine but making sure we get oil pressure. This proves that the cam gears are installed correctly as these power the oil pump. Assuming all OK, the plugs are replaced and leads attached.

So here we are, the moment of truth has finally arrived. With not just a little trepidation, we roll the engine out of the engine shop and into the workshop near the main loading bay where we can add the exhaust such that the end of it is outside.

The running up process is not simple and I cannot begin to detail everything in this article, but I will attempt to summarise the highlights.

We first attempt a start, using our hands to block the carb trumpets thereby acting as a choke. The engine reluctantly springs back into life, sounding awful, coughing and spluttering. At the same time, Darryl quickly adjusts the carbs whilst Dan (Dan, the engine man) adjusts the timing to 10-12 degrees before TDC. Immediately the engine sounds better. As the engine heats up, smoke appears but Darryl assures me it's only assembly lubes burning off and is quite normal.

Suddenly we have a water leak and the engine ignition is quickly cut. Fortunately, its only a loose hose connection so it's quickly tightened and the coolant is topped up. We restart and adjust the timing and carbs further, allowing the engine to get hot to ensure it has no issues when it does. At this point the engine sounds quite amazing and is purring like a cat. We leave it purring for a while.

This picture shows Darryl explaining to me how to set carb idle by listening to the "ticking" sound of the air intake using a hose pipe. Very simple but also very effective.

Significant relief all round as we complete a successful test. All I have to do now is get the engine home and re-fit it into the car!

Apologies for the quality of the last two pictures which were in fact taken from video! At this point I would like to public reiterate my sincere gratitude to Darryl and the gang at Racetorations. Couldn't have done it without you, obviously!

See you next time for the last instalment of ... Following in his Grandad's Footsteps.