

# The TRunnion

TR Register Lea Valley Group

2013 Issue 4 (Jul/Aug)

## LEA VALLEY GROUP COMMITTEE 2013

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## MEETINGS VENUE

Unless otherwise specified, all Group Lunchtime Meetings are on the first Sunday of the month at The Cock Inn, 23 High Street, Broom, Biggleswade SG18 9NA (Tel: 01767 314 411), commencing 12:00.

(Plenty of parking space behind pub).

N.B. This is a 'lunchtime meeting', not specifically a 'lunch meeting' – food is optional and you don't need to book.

## 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)  
Lea Valley Group:  
[www.groups.tr-register.co.uk/lea-valley](http://www.groups.tr-register.co.uk/lea-valley)

**REMEMBER:** All recent TRunnions are available on the website, but if you are not already receiving them directly, it's probably because I don't have your current email address. To keep in touch via TRunnion (or to contribute letters, articles or photos), email [bjmole1-trlvg@yahoo.co.uk](mailto:bjmole1-trlvg@yahoo.co.uk).

## 2013 EVENTS CALENDAR (subject to change)

Events with an 'official' Lea Valley Group presence are shown in **bold type**. Please let me know of any other events that may be of interest to members and I will include them, plus others I hear about, as well as 'official' LVG events.

This calendar currently contains suggested events which may interest members. Some of these will subsequently be adopted as 'official' LVG events **BUT** it's up to you to let us know which you would support. **Please phone the Events Co-ordinator for further details.**

July 27-28: Silverstone Classic  
July 28: Duxford - Spitfires, Merlins & Motors

**Aug. 4: Group Lunchtime Meeting**

Aug. 4: Woburn  
Aug. 4: Glos Railway, Toddington  
Aug. 8: RNLI Vintage & Classic Meeting, Pirton (8 pm)

**Aug. 9-11: TRR IWE, Malvern**

Aug. 11: Panshanger Revival  
Aug. 17: Tiger Moth Rally, Woburn (with Chiltern TRs)  
Aug. 18: Shelsley Walsh  
Aug. 25: Brill Show/Great Train Robbery  
Aug. 25: Little Gransden

**Aug. 26: Knebworth Classic Motor Show**  
(TRR Eastern Group Gathering)

Aug. 26: Blenheim

**Sept. 1: Group Lunchtime Meeting**

Sept. 1: Kensworth  
Sept. 1: Elgood's Brewery, Wisbech  
Sept. 5-12: Euro Meet, Norway  
Sept. 7-8: Beaulieu  
Sept. 7-8: Haddenham (Cambs) Steam Rally & Classics

**Sept. 8: LVG 40th Anniversary Tulip Tour**  
(TRot 2 TRees')

Sept. 14-15: Goodwood Revival  
Sept. 15: All-Triumph Day, Duxford  
Sept. 15: Glos Railway, Toddington

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Sept. 15: Whittlesey Festival Car Show  
Sept. 21-22: CACCC 'Falling Down' Tour  
Sept. 21-22: Kop Hillclimb  
Sept. 22: Brooklands Breakfast  
Sept. 22: Kettering Rally, Cranford  
Sept. 28: Northampton & Lamport Railway  
Sept. 28: Pistons & Props, Sywell Aerodrome

### Oct. 6: Group Lunchtime Meeting

Oct. 6: Duxford

### Nov. 3: Group Lunchtime Meeting

### Dec. 1: Group Lunchtime Meeting/AGM

#### Alternative Wednesday Evening Pub Meetings:

Fancott, Chalton (nr. Luton)  
Plough, Wingfield (nr. Leighton Buzzard)  
White Horse, Husborne Crawley, Beds  
Queen Adelaide, Croydon (nr. Royston)

#### Other Suggestions:

Inter-group activities  
Ladies Day - 40 mile run, Lunch at National Trust house or similar  
RAF Hendon  
Weston Birt  
Foxton Locks  
Lubbenham Scarecrow Festival September?  
Brooklands Breakfast Club -  
15-16 June Double 12 Festival

## EDITORIAL

Firstly, a reminder to all current and potential members (anyone within roughly 30 miles of Hitchin, Herts) to **please complete and return a survey form**. If you haven't received a copy of the form, you can download it from <http://www.groups.tr-register.co.uk/lea-valley/newsletter.html>. This is democracy in action and should only take a few minutes to complete, so have your say! Your input would be greatly appreciated and will undoubtedly determine the future of the group.

We have been very active since the last TRunnion (my excuse for this one being a little late!) June started with what has become known as 'TS2 Weekend'. We were fortunate to be able to borrow TS2 to display at the Letchworth Picnic and took it to the Luton Festival of Transport the following day. TR support for the picnic exceeded expectations and we had an example of every model except derivatives and TR5 (although we had a TR250).

Those of us involved in collecting and minding TS2 throughout the weekend thoroughly enjoyed the experience and it was interesting for the three side-screen drivers to compare it with our own cars. It also took Jon Marshall out of his TR4/4A comfort zone and he made the most of it, including taking it into the arena at Stockwood Park. It was a TRemendous privilege to drive it and everyone that saw it at Letchworth and Luton was impressed with the history and story of how it came to the TR Register and many commented on how fortunate members are to have access to it. Coke car next perhaps (I've never even sat in a Wedge!).

Several of us were out on Tibbles Tour - in fact Triumphs (mainly TRs) accounted for over a quarter of the 40-odd cars entered and had a fine drive around Hertfordshire and Essex. In July we organised a morning tour to encourage more members to dip a 'Toe in the Water' of classic car touring and discover that it is not at all difficult or stressful. It was good to see a number of new members on this scenic run, from Baldock Services, via Grafham Water to The Cock in time for the monthly Sunday lunchtime meeting. Both routes devised by Pete Muncer and well up to his renowned standard.

The 'Third Wednesday' evening meetings at The Plough in Wingfield were well attended. We are aiming to have a couple of meetings at one pub and then move around the LVG area, so suggestions for future mid-monthly meetings will be welcome.

It's impossible to do every available event, but for many of us the major forthcoming events are TRR IWE Malvern, Tiger Moth Rally (with Chiltern TRs), Knebworth Classic Car Show - TRR Eastern Group Gathering and our 40th Anniversary 'TRot 2 TRees' tour **(book before 4th August or miss it!)** For other events, please check our website.



**BrianC**

*In case you missed my appeal in previous issues of TRunnion to encourage more of you to contribute, I will be pleased to hear from **rebuffers, racers, rallyists, tourists, concours specialists** and especially **partners** and **new or even prospective TR owners***



**LVG 40 TT TR Register –Tour of Suffolk & Essex**  
Sunday 8 September 2013

Event Organiser :- Chris Glasbey

29, Babraham Road, Sawston,  
Cambridge CB22 3DQ

Email: [lvg40.tour@btinternet.com](mailto:lvg40.tour@btinternet.com)

Tel: 01223—833700 (messageline)

**"TRot 2 TRees" ..the Tour**

**Lea Valley Group 40<sup>th</sup> Anniversary Tulip Tour**  
**Sunday 8 September 2013**

Lea Valley Group invite members and friends from all Eastern Area and neighbouring groups to join us in a social (non-competitive) tour organised as part of our 40<sup>th</sup> Anniversary celebrations.

The start venue is near the M11 at A120 ...where Breakfast will be available for those who want it. Cars will be set off at intervals using easy navigation via a Tulip-style road book.

The tour will follow a scenic route through the attractive countryside and villages of Essex and Suffolk, to arrive for lunch at a famous Pig Farm ! There are other features also to see here and you will taste possibly the best pork in Britain.

Onwards, the route takes you via estuary views and more Essex & Suffolk countryside until you reach a Woodland Park near the A120 and A12. Refreshments will be available here plus a discounted admission to the arboretum.

The entry fee @ **£25.00 per Car (2 persons)** ... includes Lunch, Rally Plate and Road Book !  
*Bring or buy your own breakfast & afternoon tea*

Entries are accepted in order of receipt. Majority of cars will be TRs ....but a few other classic cars (owned by TR Register members) will also be welcomed.

- Entries open NOW ...and limited to a maximum of 60 cars
- Please book early .....entry closing date: 4<sup>th</sup> August

We look forward to seeing you ...and, as Dave Brown quoted : "**Nowhere's far in a TR.**"

**Chris .**

Chris Glasbey \*  
*Event Organiser*

- \* New to LVG but long-time TR Register member (joined 1975) and ....co-founder of Stafford & Warwick Group in 1977 with Paul Hogan. Organised the TR Register – Lakes Tour for the first 10 years. Served on the Committee in the early 1980s as Sales Manager. Founder of Sporting Bears Motor Club in 1989.

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Entry Forms can be downloaded from our website or contact:

Brian Chidwick ([bjmole1-trlvq@yahoo.co.uk](mailto:bjmole1-trlvq@yahoo.co.uk)) or

Chris Glasbey ([lvq40.tour@btinternet.com](mailto:lvq40.tour@btinternet.com))...please include full postal address.

**[This event is also being advertised in TRaction and on the TR Forum, so please book early]**

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## TS2 Weekend

### (Letchworth Picnic and Stockwood Park)

It was Jon's idea to try to borrow TS2 to display at the Letchworth Garden City Classic and Vintage Car Club Picnic. Other than remembering the full name of the organising club, the idea seemed simple enough until we discovered that we would have to collect the car from Didcot HQ on Friday and couldn't return it until Monday morning, so secure overnight storage was added to the equation. Collection wasn't too difficult as there was no shortage of volunteers for a chance to drive TS2. We had to nominate drivers in advance and decided it would be wise to have an experienced TR2 driver, plus backups. Graham Wade was the obvious choice for main driver with Paul Richardson and myself providing additional 'side-screen' technical support in case of problems and Jon drew the short straw to provide the barge to ferry us back and forth (but he did get his dose of TS2 driving in due course). Our man in Helsinki, the TR6-owning fifth member of LVG Committee missed this opportunity to drive a real TR - better luck next time Julian!

TS2 had just been returned from a two-week tour to Jabbeke and Spa, but was ready to go. However, we asked the obvious question of how to remove the spats in the event of a rear wheel puncture, so Brian Sparrowhawk kindly demonstrated. We almost came to regret this as the left-hand spat never went back flush and subsequently threatened to fall off at several points throughout the course of the weekend.

Surprisingly, everything went well, with Graham and Paul sharing the drive from Didcot to Dunstable and me taking over to get it to Weston. Despite getting stuck in a major roadworks delay for a quarter of an hour in Houghton Regis, TS2 just behaved impeccably, whereas my TR3A would have complained bitterly at sitting in crawling traffic like that. Driving through Stotfold after stopping off at my house for a quick coffee, Jon spotted an SLR outside Techniques, the racing Morgan garage, so he requested a closer inspection. Unfortunately, the only guys around were young mechanics that knew less about the SLR than we did, and hadn't a clue what TS2 was. Nevertheless, we were allowed to take a few photos and I'm sure Jon will have something to say about the SLR in TRaction. Once we reached Weston and were given the keys to the overnight

garage, Jon had his first brief test drive in a side-screen car and apparently enjoyed it sufficiently to take it out for a longer drive later.

We arrived in plenty of time on Saturday to inspect our allocated site at the picnic and erect the long-unused LVG banner, in prime position by the entrance. This was fortunate, as the organisers had only planned for half a dozen cars and I had serious doubts that we would even manage that. But I needn't have worried as TRs soon began to arrive and we were able to divert them into our ever expanding elastic empire, rather than the general parking area.

In the end, TR support for the picnic exceeded expectations and we had an example of every model except derivatives and TR5 (although we had a very nice TR250). Many thanks to all who supported this event - I think we had about 16 TRs including support from other groups courtesy of the TR Forum, plus a few other members in 'A.N.Other' car. Apologies to anyone I didn't get chance to speak to personally - there was a lot of interest in all the TRs and especially TS2 and I talked myself hoarse. As a result, I didn't get photos of all the cars and never got around to catching all the late arrivals, so if anyone else has photos, I would really appreciate copies.

Since we had TS2 until Monday, Jon decided to make the most of it by taking it to the Luton Festival of Transport, Stockwood Park on Sunday. This was Jon's main chance to drive TS2 and as Paul had a supply of tickets, I volunteered to ride shotgun (metaphorically speaking - although to drive through Luton nowadays a shotgun might be advisable). With little traffic on the road early Sunday morning I think Jon enjoyed a rapid drive despite hitting the kamikaze pheasant that I had just avoided. Fortunately no damage to TS2 and only a few feathers remained on the bumper as evidence, so no road-kill for the Didcot Sparrowhawk!

Although we didn't bother with the banner this time, we parked with several other LVG cars, close to the other Triumph clubs as usual and still had a lot of interest in TS2. Jon decided to bite the bullet and take it into the arena for a bit of extra TR Register publicity. As TR4/4A Registrar, Jon was worried about talking about TS2 as his knowledge of side-

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screen cars is limited, so I think he did pretty well in spite of the moronic, verging on rude comments by the commentator/interviewer. I doubt any of us would bother with the arena after that.

Many of the people that I spoke to over the weekend knew little about TRs but there was genuine interest in TS2 and most said how fortunate we are to have such an asset in the club which everyone can enjoy. It has certainly been a privilege for those of us that have driven the car.

*Note: I haven't yet had the time or patience to put photos on our website but I have dumped all the photos from my borrowed camera (including some of Jon Marshall with TS2 in the arena) in my Photobucket album: <http://s482.photobucket.com/user/brianc1946/library/TR3A/2013-06-11%20TS2%20Weekend%20-%20Letchworth%20and%20Luton?sort=9&page=1>*

*[Note - unsorted, unedited and includes photos taken en route, at home and at Luton]*



## TR4/4A Registrar Discovers The Joys Of Sidescreen Driving

I have been a member of Letchworth Garden City Classic & Intage Car Club (LGCCVCC) for a number of years. The club meets at the Rising Sun pub in Halls Green (between Weston and Stevenage) on the first Monday of the month, with mid-monthly meetings during the summer. The range of vehicles in the pub's car park on these evenings can be amazing, ranging from veteran to some seriously interesting modern machinery – via everyday saloon cars from the sixties and seventies. I appear to be the only member with a TR; there are some Triumphs – a few Spitfires and a Herald coupé.

Every summer, the club holds a picnic for people to display their cars. Knowing that the Register encourages Groups to borrow TS 2 for shows and events, I asked the picnic organising committee if they would like me to try to get it, this year being the 60th anniversary. The answer was a resounding “yes”. I put the suggestion to our Group's committee and it was agreed that I should go ahead and, if successful, we would make the picnic a Lea Valley Group event.

Brian Sparrowhawk, who controls the booking of TS 2 was dubious when I said I wanted to borrow it as, being the anniversary, the car was in demand but we were in luck – it was free for the weekend 8th to 9th June, just after its visit to Belgium to commemorate the anniversary of Ken Richardson's 124 mph run in a prototype on the Jabekke highway.

The car had to be collected the previous Friday and returned the following Monday. Fellow committee members Brian, Paul and Graham offered to help (Julian is working abroad). The downside of this was that I am the only one with a four-seater car, so the other three shared the driving of TS 2. I was also the odd man out on another score – they are all side-screen owners, whereas I have a 4A and TR4 based Dove. During the discussions, I realised I had never driven any other model of TR.

On Friday night we garaged the car at Halls Green, then next morning, before the picnic started I took it for a short drive. We were given a good spot on the field, near the entrance so that everyone queuing to enter got a good view of TS 2 and the other TR's – 16 in addition to TS 2, with at least one of each model except a TR5. Many thanks to all those who supported us, including Ian Freeman, our Area Co-ordinator.

Cars in attendance:

TR2	VBH 209	Graham Wade
TR3	HGS 578	Ron Jolly
TR3A	704 FTT	Brian Chidwick
TR3A	WOB 375	Paul Richardson
TR3A	OAS 352	Phil Titchner
TR4	NNW 550A	Mark Tempest
TR4A	EYC 658C	Peter Hoath
TR4A	GVC 955D	Jon Marshall
TR4A	RUE 417F	David Randall
TR250	SRR 266F	David Hay
TR6	RLC 106L	Tim Bailey
TR6	VWK 887J	Richard Logan
TR6	HWK 931L	John Richardson
TR7	XGC 236W	Maurice Halls
TR7	EYM 9V	David Hammond
TR8	KDU 315V	Ian Freeman
and TS2	773 EWO	TR Register

The following day, Sunday, was the Luton Festival of Transport meeting at Stockwood Park and having got the car for the weekend it seemed a good idea to make full use of it and give it maximum exposure. I wanted more experience driving it before going through the centre of Luton, so after the picnic I took it back home, collected my son and went for a short drive including a fast run from the A1(M), hard round the roundabout at the start of the Baldock by-pass and back. It probably felt a lot faster than it really was but it felt exhilarating.

On the Sunday, Brian and I drove in convoy to Stockwood Park and joined a small gaggle of TR drivers. I had taken with me a copy of the recent Classics magazine with TS 2 on the cover. I took this to the control tent and explained what the car was and that I had it at the event and offered to take it into the arena. At the agreed time I drove in. The commentator did not impress “Here comes a TR4 into the arena”. I shook my fist. “A TR3?”. More fist shaking. “A TR2?”. Thumbs up. I managed to get hold of the microphone and talked about the car. Several people came to look at the car throughout the day but I left Stockwood Park very dissatisfied, feeling the car had not been given the respect it deserved.

I enjoyed driving it to and from Stockwood but, not surprisingly, would have liked to have driven it more. My thanks to Brian Sparrowhawk and the TS 2 Trustees for allowing us to borrow it. What reason can we find for borrowing it again?

*Jon Marshall*

## CACCC Tibbles Tour

As seems to be the case with many tours this year, numbers were slightly down but even so over 40 cars rolled up bright and early at the new starting point of Harpenden Rugby Club. The regular LVG 'past and present' members were out as usual - in fact Triumphs (mainly TRs) accounted for over a quarter of the cars entered, proving that many other TR owners believe in actually driving their cars. The club did us proud with an excellent breakfast. I guess they are used to providing rugby players with good food and plenty of calories and it was good to know that our money was helping the club rather than a corporate hotel/restaurant chain.

Part of the reason for a new start was to head in a different direction this year to explore Essex. The first section of 48 miles was on some very interesting minor roads and we saw a surprising number of other classic cars out early. All became clear as we drove through Cottered - it was the day of the Village Festival with stalls and displays throughout the village. Sadly, we had no time to stop as we headed for our first checkpoint at Audley End, near Saffron Walden. Despite not being great fans of 'stately homes', we were pleasantly surprised by the gardens and exhibition centre and despite not touring the house itself, we spent quite a while there after coffee and ice creams!

There were no defined checkpoints on the longer second section (74 miles) so we were free to stop wherever we fancied, although the road-book suggested a number of possible venues and the route passed through several picturesque villages, including Radwinter, Steeple Bumpstead, Great Yeldham, Castle Hedingham, Finchingfield and Thaxted. For Lynda and I, the best feature of these tours is in the TRavelling more than in the attractions along the way, so we decided to give Mountfitchet Castle a miss as we have been before, and opted for our customary pub-break. We were a little late in spotting several other TRs parked at a pub in Great Yeldham and before we had chance to turn round and backtrack to join them we found we had reached one of our favourites just down the road. We had discovered The White Hart Hotel on a

previous informal TR tour a couple of years ago. It is a 15th Century timber-framed inn with friendly staff and a really relaxing atmosphere, including comfy sofas - most welcome after a morning in a TR. It's also a well-known wedding venue, so it was quite entertaining watching several groups being given the sales pitch and guided tour of the venue as we had recently been through that experience ourselves.

Sadly, having had the 'Full English' earlier we thought we had better leave the Steamed Venison Pudding on the bar menu for another day and so, back on the road. The nearby Colne Valley Railway looked interesting as we passed by and will probably be worth a visit another day, but time was pressing and there was plenty of driving to do to get to Panshangar Aerodrome before closing time. This is an active airfield used by the North London Flying Club and has an excellent café/bar. For anyone not going to the TRR IWE at Malvern this year, the Panshangar Revival on Sunday 11th August will be worth a visit. This is a 'Thirties' themed event with classic cars, bikes and planes, live music, etc. We went last year and it was a nice relaxing day out. I just hope the site doesn't get turned into a housing estate as seems to be highly likely.

The final 11 mile leg naturally ended at the Carpenters Arms, Harpenden and we were only just in time to get the roof up in the car park before the monsoon started. Others who arrived after us were less fortunate. At least we managed to stay under cover to enjoy our fish and chip supper from the mobile van and also went home happy with a couple of prizes from the raffle.

As usual, thanks to Pete Muncer and the Carpenters Arms CCC 'committee' for another excellent tour. The route was a perfect mix of narrow lanes and fast bendy bits and we had plenty of time to enjoy the beautiful Essex villages. The variety of architectural styles makes many of them more interesting than the more famous Cotswolds. The unforeseen Wethersfield detour was especially entertaining! Next up - Falling Down.

### Toe in the Water Tour

At the Gaining TRaction meeting earlier this year we decided to organise a tour as part of our LVG 40th Anniversary celebrations. Chris and Pat Glasbey kindly volunteered to design a route suitable for all TR Register Eastern groups to join us. Several newer members had expressed an interest in touring but were unsure how difficult the navigation would be, so we persuaded Pete Muncer to put together a short tour to enable everyone to dip a 'toe in the water' and discover that it is not at all difficult or stressful and encourage many to enter the one-day LVG40TT (aka "TRot 2 TRees") tour organised by Chris and Pat in September.

Drawing on many years of organising tours for the Carpenters Arms Classic Car Club, Pete came up with a morning tour finishing at The Cock, Broom in time for the July Sunday Lunchtime Meeting. The aim was to involve as many local group members as possible and on the day, 12 cars plus occupants gathered for the start at Baldock Services, about half of whom were new members or occasional attendees. The first section of 36 miles took us northwards, mostly on B-class

roads and minor lanes to the halfway halt at West Perry and eventually all cars arrived safely in the car park overlooking Grafham Water, although some did rather more than 36 miles to get there! Well, part of the pleasure of this type of touring event is in recovering from the odd navigational error and at least there aren't time constraints as with a rally.

The second section was slightly shorter (23 miles) and the thought of a refreshing pint and some food at our regular meeting place, The Cock at Broom, ensured that everyone kept going and had no excuse for not finding the finish point!

Many thanks to Pete for an excellent event which everyone enjoyed and certainly made the run to the monthly meeting far more interesting than normal! Touring is obviously a new experience for many and there were several requests for a similar event, so maybe there is a new wave of participants for the future. I certainly hope this will encourage a few more to enter the 'TRot 2 TRees' tour in September - there is still (just) time.

### More of Magda's Photos

*"Pour encourager les autres"*



## Monthly Meetings

### May at The Cock, Broom

Lynda and I were 'Capering in Cumbria' and a number of other regulars were holidaying, but Magda has provided evidence of the first al fresco meeting of the year...



...and this nice shot of Graham Wade's TR2 which missed the photo session at the April meeting.



[Photos © Magda Malkowiak]

### June at The Plough, Wingfield



Our mid-monthly meetings are attracting a few who cannot come on Sundays, so we will continue to have a couple of meetings at one pub and then move around the LVG area. For August and September, we are returning to an old favourite from when we used to visit different pubs for alternate Sunday lunchtime meetings during the Summer: The Jolly Coopers at Wardhedges, Flitton. (<http://pubandrestaurantbedford.co.uk>)

## Members' Stories

*This feature is intended to encourage members to introduce themselves by way of TRunnion, so to set an example, I began by including the story of my current TR3A (now thankfully finished).*

*I know many others have stories to tell, not only of rebuilds or major projects, but how they became ensnared by this strange TR-addiction and how they use their cars – touring, competing, concours, etc.*

*It would also be really interesting to hear from newer (and, maybe, even younger) members and some of those who do not, or cannot, regularly attend local meetings.*

*Views of wives, girlfriends and partners would be especially welcome.*

*I am grateful to Julian Hensman for the latest of his regular articles on improving his TR6. I hope that this and previous articles by other local group members will encourage more of you to put pen to paper or finger to keyboard. Everyone with a TR has a story to tell!*

### TR6 Woodwork – Julian Hensman

It's been a while! My last submission was February I think, for which I apologise to Brian, but much has happened since then. We have had Gaining TRaction (which in my mind has been successful but needs continued TRaction!) and we have had meetings, excellent tours, and much more. And on a personal front we have moved house, again, which means I now have a garage once more!

The intention of these articles was to share some of my own experiences with my 6 and to use a modern term, just to "blog" about them. Owing to the recent house move and also pressure of work at the moment, this one I'm afraid is going to be a short one. So I thought I would take the opportunity, for my own peace of mind, if nothing else, to have a stock-take on where I am with the car and just cover my most recent work. I will step back in time to talk about other work done in a later edition, just to confuse you!

So far in my scribbles, I have covered shock absorbers, rear parcel-shelf, hi-fi, seat diaphragms, gauge illumination, power sockets, overdrive switch and overdrive adjustment, steering wheel and boss (including steering column bush), scuttle vent, hood frame tightening and overdrive.

As mentioned there has been a lot more work done to the car which I have not yet bored you with, the most visible being the dashboard replacement. In my mind this is one of the best things I have done from a cosmetic viewpoint. The picture below shows the old versus the new – some difference and no prizes for guessing which is the old one.



The observant among you will also note the door caps at the top of the picture. This is a little bit of a story...

I had bitten the bullet and bought new door trims. The old ones were quite warped and marked. These are quite expensive at £150 a set so I have taken the precaution of varnishing the inside to try to protect them from damp. Whilst I was doing this, I also did some work inside the doors. Nothing major (and it's not finished yet) but things like relining the window runners so they wind up and down easier (take the old "felt" out of the runners and reline with the soft side of wide Velcro – £5, much cheaper than new runners!), and also putting draft excluder in strategic locations so that door rattles are minimised. Anyway, as my old door caps were, well, old, I had decided to replace them too. But I could not properly fit the door trims until I had fitted the door caps, which I had not bought yet, and I was told by a wise man to buy/fit the caps at the same time as the new dashboard, so they fade at the same rate. However, in fitting the door caps I also then needed new and different interior door handles. These were in the guise of TR4 handles which I have seen on other's cars looking nice and working well; the holes for them are already there in the TR6 doors. So the upshot is that finishing all this work was pretty much dependent on getting the door caps and dash, which by the way I got from

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Ian Bond at Classical Dash ([www.classical-dash.co.uk](http://www.classical-dash.co.uk)). Very nice and helpful guy and in my view the nicest and best value dashboards. The finished result is below:



Hopefully our busy life will calm down a little now the house move is done. Now I also have a garage again, perhaps I might even get around to some real work on the car!



Julian Hensman

### TRs at International Tiger Moth Rally, Woburn Abbey

Please see following invitation from Peter Bowden to join Chiltern TRs at this event.

*This event is the 17th and 18th August and features classic cars as well as the old flying machines. We've taken a stand space on the Saturday and hope to have half a dozen or so cars there. The last time we were there was a couple of years ago and we thoroughly enjoyed the day, despite the crappy weather. Hopefully this year it will be fine !*

*If LVG are interested, perhaps you could join us ?*

*Peter Bowden - Group Leader, Chiltern TRs*  
[www.chiltern-trs.co.uk](http://www.chiltern-trs.co.uk)

Lynda had already suggested that we go. She's a former Tiger Moth pilot (although only ~0.5 hours flying experience at Sywell!). We

have now booked online and received tickets, so at least one LVG car will be there..

If you wish to join us **on the Saturday** and park with them, please let me know as soon as possible and I will confirm numbers with Peter.

You will need to book your own tickets and there is a discount for advance booking. See [www.mothsatwoburn.co.uk/buy-tickets.html](http://www.mothsatwoburn.co.uk/buy-tickets.html).

Incidentally, I understand this used to be a regular feature in the LVG calendar and Phil Titchner has raised an interesting point:

*"The link on this email is for general public tickets which includes looking at the display of classic cars. Surely if we put our cars on display we are not expected to pay the same entry. I see that there is an email link for clubs wishing to attend."*

I followed this up with the organisers and received the following reply:

*"This is the first year (back at Woburn for the first time since 2007) that we have established an advance booking website for the event. At the same time there has been a more positive move to encourage vintage and classic cars to attend.*

*I am afraid the eggheads who devised the www (very late in the season) did not pay enough attention and the v and c cars were not allocated a concessionary slot....nor were our own Club members I have to say.*

*Heads have rolled! The 2014 file is already thick.*

*It is too late to make changes for 2013 but WE DO UNDERSTAND the problem and can only say that providing we can afford to go back in 2014 there will be a lot of improvements.*

*We are making the appropriate arrangements for the reception of v and c cars and there will be a small memento for each as a way of saying 'thank you' for your support.*

*Best regards.*

*Stuart McKay*  
*Secretary*  
*de Havilland Moth Club*

## How To Improve Triumph Handbrake Operation

From Tim Hunt

The early TRs from 2 to 4 had long traditional fly-off handbrake levers positioned on the right hand side of the gearbox cover. The long lever gave a good mechanical advantage and an efficient handbrake operation. However, in RHD cars longer legged drivers found the lever rubbing against their left leg and often resorted to fitting foam round the lever for more comfort. Triumph eventually responded to this criticism and on the TR4A, whilst the fly-off action was retained the lever was moved to the more usual position on top of the transmission tunnel, between the seats. Unfortunately the lever had of course to be a lot shorter than on the earlier cars, affording significantly less leverage. Indeed, the Autocar road test of the 4A in March 1965 reported that the handbrake was not secure on anything steeper than a 1-in-4.

Way back in the early 70s I happened to mention the poor handbrake action to a service technician from the old Broadfields garage in Cockfosters. He told me of a bulletin from the factory that had addressed a similar concern in relation to poor handbrake efficiency on the Herald and there was no reason why the recommended modification should not work on the similar 4A handbrake. All that is required is to remove the handbrake lever, take off the compensator link and drill a new hole for this 7/16" closer to the fulcrum pin (see photo). The two rather unsightly bits of rubber tubing stuck on the lever are simply to prevent the handbrake gaiter being damaged by sharp metal edges. A simple calculation shows that for a given force applied to the lever the force applied to the handbrake cables is increased by around 30% by this simple dodge! The minimal downside is of course that for a given movement of the cables the lever has to move through a somewhat bigger arc.

Many Triumph models have a similar handbrake design and could benefit in the same way. The TR5 and 6 handbrake is identical to the 4A and, indeed, the Autocar TR6 road test of April 1969 mentioned that a mighty heave was needed to hold the car on

a 1-in-4 and the handbrake would simply not hold the car on a 1-in-3. A road test of the GT6 Mk II from the same month similarly reported that the handbrake could not hold that car on a 1-in-3 and felt none too secure on a 1-in-4. My modified handbrake holds the car securely on the steepest hills and I suggest anyone unhappy with their handbrake performance should consider this simple modification.



Figure 1 Repositioned compensator link on TR4A handbrake lever

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*Many thanks for that Tim. The poor handbrake on TR4A-6 has been discussed frequently on the TR Forum. Even with everything perfectly adjusted, many find the performance is marginal and to avoid frequent adjustment, some modification is advisable. This solution is far simpler than fabricating the alternative link extension to the brake back-plate lever as described in Roger Williams' "How to Improve TR2-4A".*

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Also from Tim Hunt:

Brian,  
I attach details of the Classic Meet to be held in Pirton from 16.00 on Thursday 8th August with all proceeds to the RNLI. Hopefully you can reproduce in the imminent TRunnion. I plan to attend.

[See below]



**A Meeting of Vintage & Classic Vehicles**  
 at Pirton Recreation Ground  
 Walnut Tree Road, Pirton, Hitchin SG5 3PX  
 directions from [www.leasports.com](http://www.leasports.com)

**Thursday 8 August 2013**  
**from 4pm onwards**

Licensed Bar and Refreshments  
 Music & Tombola

Entry: £5 per vehicle with all proceeds  
 to The Royal National Lifeboat Institution  
 Public Entry Free

Eligible vehicles, all cars, motor cycles, small vans and  
 other interesting vehicles in production up to 1970.

All Enquiries  
 Mike Frisby: Tel: 01462 433716  
 Email: [Frisby1963@hotmail.co.uk](mailto:Frisby1963@hotmail.co.uk)



The RNLI is the charity that saves lives at sea  
Registered in England and Wales (206643) and Scotland (SC037785). Charity number CHV 2078 in Republic of Ireland

RNLI.org 



**TSSC Herts & Beds Area**  
 Present the **20th**

**ALL TRIUMPH DAY** THE TRIUMPH SPORTS SIX CLUB  
 at **DUXFORD**

**SUNDAY September 15th 2013**  
 Gates open 10 am - Close 6pm

**£12.00 per person**  
 IWM Duxford  
 Discounted Admission  
 Normally £17.00 per person

**Under 16's go Free!**  
 Discount entry kiosks Close at 2pm.  
 Sorry, No Dogs.  
 Fires, BBQ's - CAA  
 Airfield Regulations

**Location**  
 Jct 10, M11  
 Sat Navs use  
**CB22 4QR**

**This year:**  
**SIT IN A REAL SPITFIRE!**  
 Live Merlin Engine Running Display  
 Traders, Tools, Parts, Camping Display  
 TSSC Shop & Herts & Beds Raffle

**FREE TRADER SPACES!**  
 Traders must Pre Book Space  
 Any Enquiries 01582 750943

To qualify for discounted admission, arrive before 2pm and be in your classic,  
 Or present this advert or your valid car club membership card.

Camping Now Available at Apple Acre Park Fowlmere [www.appleacrepark.co.uk](http://www.appleacrepark.co.uk)  
**BOOK CAMPING DIRECT** via Email: [tony@appleacrepark.co.uk](mailto:tony@appleacrepark.co.uk) Tel: 01763 208354

**WANTED - Members' Photos**  
 For TRunnion, TRaction and LVG Website

**Silverstone Classic**  
**(free ticket offer)**

Please see kind offer below from Tim Hunt.  
 To protect him from spam, I've not included his email address so, if interested, please email me and I will forward it to Tim.

Brian,  
 I applied months ago for the early bird two for the price of one car club offer and have two tickets for Saturday 27<sup>th</sup> July and a car pass for the TR Register stand. Entry is by advance ticket only, there are no sales on the gate and I have a spare Saturday ticket if anyone would like to accompany me. See [www.silverstoneclassic.com](http://www.silverstoneclassic.com) for details of the mouth-watering programme.  
 Perhaps you could circulate this opportunity to the Group.  
 Many thanks and regards,  
 Tim

**Classified Adverts**

If you have anything to sell/buy or lend/borrow, please email me and I will include it in the next TRunnion.

**FOR SALE**

1 x pair of front seats taken from a Triumph Herald 13/60. Black, good condition (seats were in regular use but replaced by those from a Mazda MX5 in readiness for the club Triumph "Round Britain Run 2012").  
 Stored at Letchworth Garden City, Hertfordshire  
**£200 o.n.o**

Ian McConchie  
 01462 682140 evenings and weekends  
 07855 237595

~o0o~

**TR7 Haynes Workshop Manual**  
 Triumph TR7 1975-1982 All Models 1998cc  
 Workshop Manual. As new, clean condition. **£12**

**TR4-4A Spares**  
*Offers invited for the following surplus items:*

- \* Smith's 12V +ve earth rectangular clock (tested working Jan 2010). I bought this with the intention of fitting it in the ashtray aperture so could easily be insulated and used on -ve earth cars.
- \* Set of 4 Kevlar heater hoses (Adaptor to heater valve, adaptor to block, under dash inlet & outlet) (new)
- \* S/S water return pipe (TR2-4A) (new)
- \* Vent flap rod (611117) (new)
- \* Vent flap lever knob (615888) - marked 'B' so not exactly as original (new)
- \* Smith's voltage stabilizer (NOS from Dave Gleed)
- \* Spare wheel retaining hooks, wing-nut and disk assembly (used)
- \* Ignition switch and key (used but recently tested).

I also have a few used and surplus TR3A bits and pieces (no body panels apart from a gearbox tunnel).

Brian Chidwick (Contact details as on page 1)

**And a final word from Chris...**



**DRIVE IT .....the Tour for ALL eastern TR Register Groups ...ENTER NOW!**

OK , it is a tour with a stupid title: "TRot 2 TRees" .....but if you want to drive some of the best roads around Suffolk and Essex, passing through picturesque villages, in the company of TR Register members who enjoy DRIVING their TRs ...this social tour is for **YOU !**

You may have been sent details via email ..but if not, contact Brian or myself NOW ....and get your entry in.

**Event PR : Brian Chidwick E: [brian.chidwick@btinternet.com](mailto:brian.chidwick@btinternet.com)**

**LVG 40 TT TR Register – Tour of Suffolk & Essex (TRot 2 TRees) One day in September ..... Sunday 8 September 2013**

Arrive early at the start, then you will have time for a chat over coffee or a breakfast (not included in tour package) ....then a dash out to the car park to fix your Rally Plate before your start time :-

*a variety of road types ..from single track with passing places to A & B roads .....*

*You will be exhausted by the time you reach the lunch venue at a very famous pig farm (as seen on TV)...having driven 71.8 miles from the start. You will have over an hours break here for lunch ...gardens, gift shops, deli (I bet you may want to buy some sausages).*

*Now it's off on the final leg to the finish at an arboretum, 49.8 miles (if you have time, spend an hour here viewing the gardens and woodland...discounted price ). Suggest treat yourself to Tea and Cake. TRs will park in reserved area*

**Event Organiser: Chris Glasbey E: [lvg40.tour@btinternet.com](mailto:lvg40.tour@btinternet.com) T: 01223 - 833700**

The entry fee is only £25.00 per Car (2 persons) ....includes Lunch, Rally Plate and Road Book !  
*bring or buy your own breakfast and afternoon tea*

**The tour location for TR REGISTER members from ALL EASTERN REGION GROUPS ...Entry Closing date: 4<sup>th</sup> August ....time to post your entry ?!**

*We look forward to seeing you and your TR on this special "tulip" tour .*

**NB the TR3A photo shows us spinning backwards at Silverstone on the MK Classic ..... Pat hangs on to the door**