

The TRunnion

TR Register Lea Valley Group

2014 Issue 2 (Mar/Apr)

LVG COMMITTEE 2014

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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
TR Forum: www.tr-register.co.uk/forums
LVG: 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 TRununion (or to contribute letters, articles or photos), email bjmole1-trlvq@yahoo.co.uk.

2014 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 that I hear about, as well as 'official' LVG events.

However, we are promoting the following

BIG-4

events which we hope will be supported by as many LVG members as possible, so please make a note of these dates in your diary.

May 11: LVG 'Baldock–Broom–Bury Tour'

Jun.22: STMD (Brooklands)

Sep.7: LVG 'The King's Run Tour'

Sep.21: Kop Hillclimb

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Other Events

2014

- Mar.24: TSSC Meeting - The Rising Sun, Halls Green, Weston

Apr.5: RevingtonTR Open Day

Apr.6: LVG Monthly Lunchtime Meeting

Apr.16: LVG Mid-monthly Evening Meeting

Apr.20: Classic Rally & Autojumble, Old Warden

Apr.27: MK Classic Tour (Drive It Day)

Apr.28: TSSC Meeting - The Rising Sun, Halls Green, Weston

May.2: CACCC 'Springing-Up Tour'

May.3: Nostalgia Forum Film Show, Albury & CACCC 'Springing-Up Tour'

May.4: LVG Monthly Lunchtime Meeting
& CACCC 'Springing-Up Tour'
& Bedfordshire Classic Motor Show,
Woburn Abbey

May.5: Bedfordshire Classic Motor Show,
Woburn Abbey

May.9: SBMC 'Northern Gambol Tour'

May.10: SBMC 'Northern Gambol Tour'

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May.11: TRR SGM/EGM (Provisional new date)
May.11: LVG 'Baldock–Broom–Bury Tour' [BIG-4] - Pete Muncer's tour (B2B2B) to St. Paul's Walden Gardens Open Day & SBMC 'Northern Gambol Tour'
May.17: LVG Committee Meeting
May.18: Chiltern Hills Rally/Road Run. Meet up with Chiltern Group (general event)
May.21: LVG Mid-monthly Evening Meeting
May.25: Ragley Hall
May.26: TSSC Meeting - The Rising Sun, Halls Green, Weston
Jun.1: LVG Monthly Lunchtime Meeting & Brighton Beach Classic Motor Show
Jun.7: Letchworth Garden City Classic & Vintage Car Club Transport Picnic, Halls Green
Jun.8: Luton Festival of Transport, Stockwood Park (general event) Group stand? & Stony Stratford
Jun.15: Fathers' Classic Day Out, Woburn Abbey Toddington Railway Classics Day. Steam trains running thro Cotswolds towards Cheltenham. Group run thro lovely countryside & super roads!!!!
Jun.18: LVG Mid-monthly Evening Meeting
Jun.22: STMD (Brooklands) [BIG-4] http://www.standardmotorclub.org.uk/standard-triumph-marque-day.html
Jun.23: TSSC Meeting - The Rising Sun, Halls Green, Weston
Jun.29: CACCC 'Tibbles Tour'
Jul.2: Classics in the Walled Garden, Luton Hoo (from 4pm)
Jul.6: LVG Monthly Lunchtime Meeting & Santa Pod Retro ?
Jul.13: Chilford Hall Vineyard. Group run. We could organise a route from The Cock? & SBMC Kimbolton Fayre
Jul.16: LVG Mid-monthly Evening Meeting
Jul.20: Shelsley Walsh
Jul.25: Silverstone Classic
Jul.26: Silverstone Classic
Jul.27: Silverstone Classic
Jul.28: TSSC Meeting - The Rising Sun, Halls Green, Weston
Aug.3: LVG Monthly Lunchtime Meeting
Aug.7: 2nd RNLI Vintage & Classic Car Event (The 2nd Pirton Vintage & Classic Charity Car Event, with all proceeds going to the Royal National Lifeboat Institution, will be held at the Recreation Ground in Pirton, Herts on Thursday 7 August 2014).
Aug.8: TRR IWE Harrogate (Paul: Scenic route/group run on Friday stopping for lunch halfway? I don't think we need any other events in August because of holidays!!!)

Aug.9: TRR IWE Harrogate
Aug.10: TRR IWE Harrogate
Aug.16: LVG Committee Meeting
Aug.17: Hampshire Classic Motor Show, Breamore Countryside Museum, Nr. Fordingbridge, Hants
Aug.20: LVG Mid-monthly Evening Meeting
Aug.22: Car Fest South, Laverstoke Park Farm, Basingstoke, Hants
Aug.23: Car Fest South, Laverstoke Park Farm, Basingstoke, Hants
Aug.24: Car Fest South, Laverstoke Park Farm, Basingstoke, Hants & Annual Knebworth Classic Motor Show & Blenheim
Aug.25: Annual Knebworth Classic Motor Show & Brill Show & TSSC Meeting - The Rising Sun, Halls Green, Weston
Sep.6: Brighton Speed Trials
Sep.7: LVG Monthly Lunchtime Meeting & LVG 'The King's Run Tour' [BIG-4] - Chris & Pat Glasbey's tour into Suffolk
Sep.12: Goodwood Revival
Sep.13: Goodwood Revival
Sep.14: Goodwood Revival
Sep.17: LVG Mid-monthly Evening Meeting
Sep.19: CACCC 'Falling Down Tour'
Sep.20: Kop Hillclimb & CACCC 'Falling Down Tour'
Sep.21: Kop Hillclimb [BIG-4] (Group run.meet up with Chiltern Group who usually have stand) & CACCC 'Falling Down Tour'
Sep.22: TSSC Meeting - The Rising Sun, Halls Green, Weston
Sep.28: Sywell Pistons and Props
Oct.5: LVG Monthly Lunchtime Meeting
Oct.12: Westonbirt Arboretum. Group run/scenic route to see the autumn colours?
Oct.26: Restoration Show, Stoneleigh
Oct.27: TSSC Meeting - The Rising Sun, Halls Green, Weston
Nov.2: LVG Monthly Lunchtime Meeting
Nov.15: LVG Committee Meeting
Nov.24: TSSC Meeting - The Rising Sun, Halls Green, Weston
Dec.7: LVG Monthly Lunchtime Meeting/AGM
Dec.22: TSSC Meeting - The Rising Sun, Halls Green, Weston
2015
Jan.4: LVG Monthly Lunchtime Meeting
Feb.1: LVG Monthly Lunchtime Meeting
<i>This calendar will be regularly updated in TRunnion and also on the website, so please check there for latest information.</i>

EDITORIAL

Well, this is a first for me - Page 3 (but no pin-up photo!). I've been fortunate in having a lot of contributions, especially from other members of the committee, so I can keep this editorial brief.

Since our LVG AGM in December, a great deal of progress has been made as you will read in Julian's Group Leader's Report and the group's future is looking good.

In case you missed the announcements in the February TRaction #272, the draft TR Register AGM minutes are available from the office (although not, as far as I am aware, on the website as stated). The Articles of Association are still undergoing revision (currently on about Draft 10) and not yet available to members. Doubtless, there will be a further period of comment and feedback

before a date and location of the Special General Meeting are announced. Boring as much of this may seem to many ordinary members (and it really is pretty boring!), it is important that we all contribute now to ensure that the new Articles will guarantee that the club (and business) is run as we would wish.



BrianC

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

Group Leader's Report – 3rd March 2014

What a tremendous and exciting start to 2014. We set out this year to increase interest in the group and so far, so good! 2014 is going to be all about getting organised and we started at the January Committee meeting by co-opting two new members, David Dawson and Dave Randall (thanks guys for picking up the batons) and establishing the concept of our BIG-4 events for the year. This is an effort to focus the group on a subset of events which our membership will know has major group support. There seems to be a plethora of events available each year and whilst most are excellent, we found we could not see the wood for the trees. So, although there are many other events which we will attend throughout the year, after analysing the results of our Gaining TRaction 2013 survey, the committee decided on these BIG-4 events, offering the most popular themes:

- LVG B2B2B Tour – 11th May
- STMD Brooklands – 22nd June
- LVG The Kings Run Tour – 7th September
- Kop Hillclimb – 21st September

The first of these, the “B2B2B Tour”, will be a Tulip run, designed by Pete Muncer, of approximately 2.5 hours with a break for lunch in the middle. The lunchbreak also gives those not wanting such a long run to

join just for the second half. We will cover some of the most picturesque countryside in our area finishing up at a very impressive garden open day in the middle of Hertfordshire. Please contact us or see our group website for an application form if you are interested in joining us; all proceeds go to charity.

The February social meeting was very well attended with some new faces coming along to see what was going on. We were graced with the company of Graham Wallis's excellent, rare TR7 Automatic as well as a good selection of the more usual suspects.



Half of Graham and his TR7!

This meeting was preceded by our second Route-To-Lunch hosted by Paul Richardson. We started at Woburn with a wonderful

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meander through the Park, leading us via Ampthill and across to Broom. This is the second Route-To-Lunch we have done and it is proving to be quite popular. The route will start at a different point each month and end up at our central watering hole. If you haven't tried it, I strongly suggest you give it a go as it adds just that little bit of '*je ne sais quoi*' to the social meet.



February Route-To-Lunch

The March meeting was slightly quieter as many opted for a day at the Stoneleigh event, but we had a handful nonetheless.

Look out for the lowdown on our Committee members in our TRunnion fanzine as all the committee have promised to provide some information on who they are and where they come from! You never know what you might find out.

All in all we're feeling optimistic about 2014. We have had a great start and we look forward to ever increasing support as better weather arrives!



Julian Hensman

[A copy of this report will also appear in TRaction #273, Social Scene]

Meet the Committee

As we are gradually acquiring new members, I suggested at a recent committee meeting that it might be useful to introduce the current committee, so I'm grateful to everyone for taking the time to each write their own 'mini-profile'. I hope this will make attending a local group meeting for the first time a little less daunting and encourage other members to tell us a little bit about themselves.

Julian Hensman (Group Leader)

I have always had an interest in anything mechanical, and especially cars, but give me anything with an engine and some horse power and I'm happy. Having said that, I am far from expert, and despite the dubious honour of being elected Group Leader, I feel in awe of all the Lea Valley Group members whenever I meet them as I know their knowledge and experience far outweighs my own.

I am a Programme Manager by profession focussing on the finance industry and in particular, the wholesale and "central body" aspects of it (e.g. Central Banks, Central Securities Depositories, etc). As there are not very many "central bodies" in each country, I find myself abroad rather a lot, as those who know me will testify. I am currently on a weekly commute to Finland, which doesn't leave a lot of time for much else, so I hope I

can fulfil my new role in the Register adequately; I know I have some very capable help in the form of our newly enlarged Committee.

Apart from admiring my neighbours beautiful Stag as purred up the street every morning as a young boy, my first experiences with motor cars was in gap year work with Paul Grist on restoring racing cars of the 30s and 40s. Paul's company Traction Seabert specialised in Alfa Romeos but diversified into Maserati, ERM and various other glorious machines. After being spoilt working on these cars for six months I then worked for Brown and Gammons for a further 6 months. This was more down to earth but I still got to refit a works Healey.

I have had a variety of cars myself starting with an old Beetle, which never got finished owing to life circumstances, a couple of Range Rovers, a Defender and I am now on

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my second TR6. Like I said, I am not an expert but I love dabbling, and indeed getting right into the nuts and bolts, and I am learning all the time. You can read about my dabblings as I manage to produce them in

TRUnion, warts and all. I figure if someone can learn from and avoid the mistakes I make, that's a good thing right?! And the rest, as they say, is history.

Jon Marshall (Deputy Group Leader)

(& TR Register's TR4/4A Registrar)

Jon Marshall and TRs – the early years.

I'll start with a confession. When, in 1967, I bought my first TR, I didn't mean to do so, it just happened. I actually went shopping for an MGB! In the early sixties very few of my friends had cars (let alone sports cars) unless their parents had a lot of money. Mine hadn't! Those who had sports cars invariably went for MG's and I wanted one, too. Some of you will know I worked in the aerospace industry, performing strength calculations, based, to start with, in Lancashire. In January 1967, I went free-lance and moved south. Suddenly I had money in my pocket and a sports car was at the top of the shopping list. Mid-May isn't a good time to buy sports cars and there wasn't much around. Finally I called in at Chequered Flag garage in Chiswick. They had two cars of the age and price I had in mind - a Sunbeam Alpine and a TR4A but no MGB.

The Alpine was finished in a mid green and looked very pretty - too pretty, whereas the TR sat there low and purposeful, almost macho. It was about a year old with 12,000 miles indicated. The body was white with a black hardtop and screen frames (sounds familiar??). The specification included a stainless exhaust, overdrive, leather seats and Dunlop SP's. Suddenly the MGB styling started to look "pretty", too. Hmm... a TR?.....why not?

I signed up and a few days later began three years of fun motoring during which I covered nearly 70,000 miles in MLB857D. Much of

this mileage was covered on the M1 and M6 travelling to and from Blackpool, where my parents lived and where I had a number of girlfriends. Another TR4A owner commuting to Blackpool at that time was Stanley Matthews (the tennis player and son of Sir Stanley) who had a Royal Blue, E registered 4A roadster. When in Blackpool, Stan used to play at the local tennis club which I used as a watering hole (and source of girlfriends, and finally, a wife). The two TR's made a great sight side by side in the car park.

Apart from the usual consumables - tyres, brakes and a battery - I had to fit a clutch (at 28000 miles; the replacement was still there when I sold the car), a dynamo, a water pump and a prop-shaft U/J.

Just as my third year of ownership was coming to an end, the British aircraft industry went through one of its lean periods and I had to look for work abroad and I sold the car. Considering how hard it had to work, the number of problems wasn't bad and I was very satisfied.

When I returned from abroad, the petrol injection system still had a bad name. Working free-lance means 'no work, no pay' so I felt I couldn't afford an unreliable car. Two and a half years later, Diana and I were married and living in Germany. During the five years we lived there we started our connection with Audi and also started a family – a two-seater sports car is no use for travelling more than 900 miles with an infant and it wasn't until the mid-eighties that I got back into TR motoring.

(To be continued)

Graham Wade (Treasurer)

During my teenage years I had a hobby of electronics, building several valve amplifiers and even made a few bob buying old faulty TV sets, repairing them and selling them on. I ended up with an apprenticeship with an electronics company and almost overnight I

lost interest in the subject as a hobby. Enter an AJS 250 given to me as a non-runner. I got the AJ running with the help from the old man and I never looked back. I passed my test on it and rode it to and from work for years. I have since enjoyed the repair, maintenance and using older vehicles.

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I have owned my TR2 since 2008 but was not a TR virgin. Back in 1985 I brought a TR6 in poo brown. It was great when it actually ran properly but that was a rarity as it was nothing but trouble. To be fair, the car was cheap for a 6, carried rust in the body and was really crying out to have a full body off rebuild. Good grief, it was only 11 years old. Funds were low so I couldn't give it the care it needed and I sold it 18 months later. In the 90's while riding a motorcycle I saw it going the other way, recognisable by its number plate. I gave chase on the Triumph Bonneville I had then and flagged him down. The car now looked resplendent in red and the owner was by coincidence an ex-

colleague. Someone had given the car what it deserved. JPL881N, are you still out there?

The TR2 has to share garage space and compete for attention with the 4 old motorcycles I own, ranging from 1930 to 1957. In the past I have owned a Cortina MK1, Herald, Rover P4 and Riley RMF to name a few but none of them gave the performance I like and I always selected a bike to use rather than the car. Then the TR2 came along, easily the most enjoyable car I have owned. Something about the noise, performance and overall feedback while driving, and is the only car I have owned that I take out just for pleasure.

Paul Richardson (Events Co-ordinator)

Owner of TR3A WOB375, UK car owned since 7th November 1993. Mileage when purchased was 27,846 and it is now 64,192. It was used very sparingly for first 10 years or so, now doing around 3,500 miles a year – still not enough.

Engine has 86mm pistons so 2138cc. Overdrive gearbox is essential. Car was originally BR6 with beige trim, changed to red 15/4/1969. All owners are known from 1967, no history before! Car was restored by TR Enterprises in 1989/1990 at a cost of £14,000. During Easter 1992 was involved in an accident and subsequently rebuilt by Northern TR Centre in July 1992.

Passed driving test 31/3/1965 when it was early closing in Bletchley, way before the existence of Milton Keynes. My first car was a 1200cc Cortina (8937KX) and my second car was a Cortina 1600 GT (Mark 1), red DVV227D (1966). My third car was also a Cortina 1600GT (Mark II), red HVV858F (1968). This was not such a classic shape as the Mark I. I Joined Buckingham Motor Club in the 60's and did a few rallies. I became involved with organising and doing route reccees for the Wipac Rally. This was when you could use public roads, but especially

farm tracks, usually known as Whites – sometimes 3-ply (i.e. with grass growing up the centre of the lane). This is when I first started to negotiate (!!) with farmers and nearly 50 years later I am still trying.

My rallying days or nights came to an abrupt end on a night rally in deepest Hertfordshire (I think) when a front wheel bearing collapsed. I hit a bank and rolled the car over, writing it off. My parents wouldn't allow any more. In the 70's I started buying and selling Agricultural Machinery and consequently I had more mundane cars – a Morris Minor, Marina, Cavalier, Mitsubishi Galant (probably the best of a bad bunch), then 4 x 4's when more towing was needed.

My hobbies when not TRing include walking Lucy (Springer Spaniel - not girlfriend), DIY, collecting automobilia (signs, petrol globes, etc). More and more time lately is spent with projects – shed building, log cabins, rebuilding Dom's fence, fitting kitchens, clearing lofts to find woodworm. Sometimes I don't know how I manage to work 3 days a week.

Married to Wendy for 38 years, she doesn't find going in the TR too comfortable, but likes me to use it as it gets me out of her hair!!

David Dawson (Technical)

My initiation into motoring was at the age of 15 when I rebuilt my father's 1922 Anzani V-twin engined Morgan 3 Wheel Grand Prix car.

Early years were taken up with my education in Mechanical, Electrical and Electronic Engineering, working initially in the Military Aviation sphere. Later work was in early mainframe computing followed eventually by

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running a number of electronics companies. My last business was running my own parts supply business to the homebuilt/light aircraft industry.

Early interest in driving started with an Austin 7 (yes, the pre-war one!) followed by a Chiswick built Chrysler then onto my first TR, a really excellent 1957 TR3 which I road and stage rallied. This was replaced by a TR4 which was also rallied as well as using it for early rally cross (not to be recommended!).

The TRs made way for over 15 years of circuit racing in Historic Sports Racing Cars where I prepared and raced a Lotus 23, Ginetta G12 and also rebuilt but did not race a Lola T210.

To date as well as cars in general I have built/developed around 34 different types of engines as well as numerous transmissions.

I left the motoring scene completely for private flying over some 30 years,

maintaining, as well as eventually building, my own aircraft. Coming back to TR's in 2003, joining the Register at the same time.

I acquired a TR5 in 2004 and a TR7-V8 in 2005. These were added to, for a short time, by a Stag and a Lotus Esprit S4.

Since completely rebuilding both the TR's by 2006, the TR5 has been to Ireland, France, Germany, Italy, Switzerland, Netherlands, Austria, Slovenia and Croatia, some 20,000 miles. The TR7-V8 has covered 24,000 miles touring Scandinavia, down to Italy, Spain and Greece. Neither car has given trouble except for Ethanol fuel in Denmark!

Over the years I have been fortunate to have had a lot of people who have helped me in gaining motoring knowledge. I am happy to share my knowledge to help others in the same way.

David Randall (New Members/Buddy System)

I was born in Lambeth, London and at an early age I moved to Crystal Palace. After leaving school aged 15 I started work as a trainee with Jack Compton & Sons (a Rolls Royce & Bentley Specialists).

At 17 I passed my driving test the first time and purchased my first car a 1936 Morris 8 series one van that had been converted with a back seat and windows in the sides for £35. When driving through the Oxford countryside I saw a Morris 8 saloon body in a field. I paid the farmer £5 for it and the following week I cut off the rear part of my van and returned to collect the body, tying it on upside down to the back of the van. Over the next month I converted the van to a saloon car. Sometime later I swapped the car for a motorbike.

When I was 19 I was invited to join the army as a National Service man. As a motor mechanic I expected to join the REME but the army had other ideas. Instead I joined the RASC and trained to be a fireman. After 3 months I was due to go to Germany but sent to Grange Camp Kempston as a Staff Car Driver, the staff car being a 1950's Vauxhall Velox.

My second car, during service in the Army, was a 1932 pre-series Morris 8 that cost me

£5. I also swapped the motorbike with a lad from the REME for another Morris pre-series and made one good one out of the two.

After finishing National Service I remained in the Bedford area and started work at Vauxhall Motors. Over the next 52 years saw a succession of cars (25 in all) this included 3 MG Midgets and a TR7. I purchased my 1967 TR4A 16 years ago joining the TR Register shortly after. Buying the TR was a heart over the head decision as the first few years drained my bank account. At that time the Register was not interested in giving advice unless you joined first. Fortunately, I formed a friendship with Paul Richardson and Peter Lavis who both gave me a lot of support.

A recent repair on the TR4A meant replacement of the diff and drive shafts which has resolved the problem of rear end knocking. This was carried out by Peter Cranwell. Prior to this repair and some bodywork, I have carried out all the mechanical work myself.

Paul and myself completed a three year Classic Car Restoration Course at Luton Technical College that has been invaluable in helping me to do a complete rebuild of a Mark 3 Mini.



MORRIS 8 SERIES 1
VAN



VAUXHALL VELOX
STAFF CAR



MORRIS 8 SERIES 1
SALOON BODY ON
VAN



CORPORAL RANDALL
IN STAFF CAR

Brian Chidwick (Editor/Membership)

As a software engineer/configuration manager by profession (now thankfully retired), I have only average mechanical abilities and facilities.

I have been a TR Register member since 1972 when I purchased a 1958 TR3A (following an upgrade path from Standard Super 10 and Spitfire 4 - Mk1). I was a founder member of the Lea Valley Group in January 1973 and TR Register Spares News editor from 1983-86.

I used this first TR as everyday transport, run on a shoestring and learning a lot about TR maintenance the hard way, until an accident

in 1974 due to rear spring hanger failure. By then I also had a 1966 Mk1 (1600) Vitesse, so the TR3A was dismantled pending a rebuild. However, I really couldn't live without a driveable TR and eventually the rebuild project ended-up in storage due to a house move and lack of sufficient garage space, now occupied by a 1965 TR4A. Although I did quite a lot of work on this car, I never really liked the IRS, so in 1977 we bought my current 1960 TR3A and sold the TR4A (for which I don't think my wife, Lynda, has ever really forgiven me!).

Apart from extensive body 'restoration' using the first batches of Cox & Buckles' remanufactured panels, this car was used as

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regular transport for most of the period up until December 1988, when the crankshaft broke. Despite this, I managed to drive the car several miles home (quite a common feat, apparently), and there it sat for almost 16 years. Apart from an initial flurry of activity to remove the gearbox, nothing much happened due to a lack of time and money, and also the depressing knowledge that there were a number of other areas of the car which I needed to fix or improve. The saga of the eventual resurrection of this car is told in



'Hammerite Horror' (with friend Colin driving)...



Oh ****! How do I get to work in the morning?

TRunnions #20111 Jan/Feb 2011 onwards which are available on our website.

During the rebuild, Lynda bought another 1965 TR4A to replace her first love, so we were able to start going to classic car events again. The rebuild was completed in 2007 and the TR3A is in regular use all year round as a 'daily driver' as well as for holiday transport and classic car tours, although the TR4A has since moved on to another good home.



...and a few days later, after spring hanger failure



Damage looks minor but proved terminal

ElecTRickery & The Art of TR6 Maintenance – Julian Hensman

I have a love hate relationship with the art of car mechanics. I love the idea of it and really look forward to doing it, but when I actually do it, it usually turns into a right royal pain in the tail lights! OK, this might be somewhat of an exaggeration and I may be showing my incompetence as a hobby mechanic, but, as will be revealed, I cannot believe how many times I have had to take out and replace my dashboard in recent times!

It all started about a year ago when I replaced the bushes in my steering column. The steering wheel was moving up and down in situ so they needed doing. Those who have had their steering columns out will know this is not the easiest of procedures, one which more often than not results in some substantial evidence in the form of cuts and bruises on your hands that you have been working in a tight spot. Once the steering column is out, replacement of the bushes is

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far from straightforward too as you have to get the column out of its sleeve and the new bushes in place using a subtle blend of psychology and extreme violence. Time and patience is the key here though. Anyway, the job was done and all was well, except that from that point on, when I turned right at slow speed, the horn sounded. This was particularly embarrassing when parking, especially if anybody was near the parking bay I was headed for but were not actually in any way impeding my space. You get the picture, they're well out of the way but as I pull in, HONK! I can't tell you how many "What the &%#! was that for?" looks I got. This problem developed further in June last year however on the London to Brighton run when, at a particularly bumpy part of the road the horn started sounding randomly and eventually came on permanently! This meant I had to stop, open the bonnet and disconnect it. Clearly there was a short circuit somewhere but as most of you will know, knowing that fact is one thing, finding the source is a whole different ball game. So, realizing fixing this was not going to be easy, I left the horn disconnected for some time and put off the impending head scratching.

The next job I did was to paint the inside of the dials on the dash in order to be able to read them at night, a job well worth doing despite being a little tricky and intricate (see my previous TRunnion article on this). This had to be done in stages as I wanted to keep the car on the road but I also had no garage at that point and very little time, so this accounted for about 3 or 4 dash removals and replacements. The annoying thing was though that I had still not fixed the horn.

At some point last summer, I also decided to replace the dashboard and to be honest, I was really waiting for this effort to occur before thinking about investigating the horn short circuit. That said, when I did replace the dash, I ran out of time again and did not get around to it. Owing to this rushed job, the dash didn't even fit too well with screw holes in the wrong place and this resulted in the glove box door not sitting flush with the rest of the dash. More to do at a later stage ...

After our house move last summer, we finally got a garage again and work on the car became easier. Well, I thought it would become easier and from an access point of view it did but I still had very little spare time. About a month ago though, my son Joe and I

had a good think about what work we had done and where and what could be causing the short circuit. We inspected the wiring diagram, did a few multi-meter tests and decided that the only place the short could possibly be was on the steering column itself and was probably created during my rush to get everything back together when I did the steering column bushes. There is an odd piece of metal that sits under the steering column, best described as a long "tongue", that creates a conduit for the horn wire to pass through the dashboard, whilst still gripping the steering column tight enough not to move about. We decided that the wire must be exiting the tongue, not at the open end where it was supposed to be, but somewhere short of that point such that the tongue itself cut into the wire and created the short. This was one of the best pieces of theoretical, investigative diagnoses I have ever done as when we took the dash out to have a look, this is exactly what we found. We insulated the wire, repositioned everything properly (and taking our time this time) and the horn was fixed.

This would have been an excellent result except for one thing. Whilst the horn was now working, absolutely nothing else was! No electrics apart from the permanent circuit worked at all. Clearly, I now had an ignition switched circuit problem. Out came the dash. The thing here is that all the wiring behind my dash is 40 years old. The wires are not exactly what you'd call flexible, some of the spade insulators have burn marks where they've previously shorted out as a result of wires going where they want to go and not where you want them to, and some only had insulating tape on them. Now a good conscientious mechanic would replace all of these but I didn't have the parts and again, I want the car on the road and was out of time too. What I found however was that a single wire from the ammeter to the ignition switch, one which was covered in old insulating tape, had been reconnected with a sliver of insulating tape snagged in the spade, so, no connection. This was easily fixed and the dash went back in.

This time it was much better and everything worked. Everything that is except the ignition light, the oil light, and also oddly the oil pressure dial! So, this time I had not tightened up the oil pressure pipe on the gauge properly AND I had another, new connection problem. I knew I had oil and

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good oil pressure, but driving without oil pressure gauge and without oil warning light did not seem sensible for a long period. So out came the dash again. I refitted the pipe and after again reviewing the wiring diagram and tracing the non-working lights to a dodgy connector on the ignition switch, which had become disturbed owing to the amount of poking I had been doing behind the dash with the brittle wiring, everything is now fixed!

I am quite sure that you must by now be completed bored reading this but if you are still going, thank you! It's been good to get it off my chest!

So my advice and summary here is probably a bit obvious, but if you do some work,

especially electrical, which results in something else not working properly, the first place to look for faults should be around the work you have just done. My experience as demonstrated above is that 9 times out of 10, this is where the fault will lie - i.e. with your own (or especially my own) handy work!



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Scuttlebutt

TRUnnion is supposed to be a newsletter, so in my first edition (was it really only 3 years ago?) I included a column under the heading 'News, Rumours & Gossip' inviting members to let everyone know what they have been up to or are planning to do with (or without!) their TRs.

After morphing briefly into "Scuttlebutt"[†], it sadly lapsed, but if at first you don't succeed, TRy, TRy and TRy again.

[†]Scuttlebutt - definition from Wikipedia:

Scuttlebutt in slang usage means rumour or gossip, deriving from the nautical term for the cask used to serve water (or, later, a water fountain).

The term corresponds to the colloquial concept of a water cooler in an office setting, which at times becomes the focus of congregation and casual discussion. Water for immediate consumption on a sailing ship was conventionally stored in a scuttled butt: a butt (cask) which had been scuttled by making a hole in it so the water could be withdrawn. Since sailors exchanged gossip when they gathered at the scuttlebutt for a drink of water, scuttlebutt became Navy slang for gossip or rumours.

[N.B. Not to be confused with "scuttle-shake" which will be familiar to drivers of chassis-based TRs, especially sidescreens!]

Following my mention of John May's overdrive problem in the last TRUnnion, I've received the following update from John:

Apologies for the slow response. As I recall it was TRGB that advised me against changing the gearbox/overdrive oil just for the sake of it - "just top it up". "Classic Marks" (the TR two man band) who recently rebuilt my gearbox and fitted the replacement overdrive from ORS (ouch!) are certainly advising customers to avoid draining the oil if possible.

For info. ORS recommended, a good 20/50 or 40 monograde oil, for new/good condition units. Interestingly, David Dawson uses millers 40 in his TR5 and advised me to do the same - good enough for me!

Unfortunately "Classic Marks" filled mine up with 80/90 so I now have a decision to make!

I hope this is of some use and I look forward to meeting again at the Cock 2nd February.

Thanks for the update John. It's good to know you are back on the road (albeit with an empty wallet!).

I have used EP80W/90 and SAE50 in TR O/D boxes in the past without problems. When my current one was rebuilt, TRGB used EP so that's what I've stuck with. Apart from the leaks and current suspected solenoid failure, so far so good but maybe I'll defer the oil change and avoid tempting fate. I am currently involved in a discussion running on the TR Forum and will post any relevant conclusions in a future issue, but if anyone wants to follow or contribute this is the link: <http://www.trregister.co.uk/forums/index.php?/topic/45330-changing-oil-in-a-type-od>.

~oo~

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CAMRA Award for The Cock

This appeared in a recent newsletter from our local branch of CAMRA:

East Beds will also present a 'Most Improved' Pub of the Year 2014 award to the Cock, 23 High Street, Broom in recognition of the fine work by the licensees and owner in rescuing a pub that was on the brink of closure in recent years. The Cock is now a well run Freehouse offering quality ales served direct from the cellar of this historical and architectural gem of a pub. Real cider has been introduced, there is good quality food and many events & mini beer festivals involving the local community.

The date for the presentation is Sat 22nd February 2014 at 8pm, just before an evening of live music & barbecue event at the Cock, Broom.

Unfortunately, we didn't manage to get to this but Michelle said it was a very successful evening and the certificate is now proudly displayed in the open bar area.

~o0o~

LGCVCC Picnic

Press Release from: Letchworth GC Classic & Vintage Car Club

Release Date: 6th February 2014

Issued by Press Release Service

CLASSIC BIKES AND SCOOTERS TO SWELL NUMBERS AT TRANSPORT PICNIC

The increasingly popular annual transport picnic at Halls Green in North Hertfordshire takes place on Saturday 7th June. Last year over 300 vehicles turned up and this year the organisers, Letchworth Garden City Classic & Vintage Car Club, expect around 500 to attend.

All makes of classic, vintage, veteran and modern thoroughbred vehicles are welcome – there is even a large display of vintage bicycles. This year a special welcome is extended to owners of classic motorcycles and scooters. The Letchworth club is creating a special display area for two wheeled transport and will be charging just £2 entry to bikes and scooters.

The picnic is an established date in the event calendar and is known for its relaxed atmosphere, wonderful rural surroundings, and a stunning display of vehicles. Although refreshments are available everyone is encouraged to bring their own picnics and

enjoy a quintessentially English day out in the countryside.

As well as the vehicle displays, there will be children's entertainments, select trade stalls and attractions, a Car of the Show award, and, by popular demand, the return of the superbly entertaining live band 'Fifth Wheel' who wowed the show last year with their blend of rock/jazz/blues.

The Picnic takes place at Fairclough Hall Farm, Halls Green, Weston, Herts, SG4 7DP. £5 per vehicle on the gate.

Pedestrians/Bikes/Scooters £2. Gates open at 11am and the event ends at 5pm.

Full details: www.lgcvcc.co.uk or email picnic@lgcvcc.co.uk. Or call 01462 674347 for further information.

ENDS

~o0o~

SBMC Tour in Cumbria

Extract from a recent email from 'Grizzly Bear':

The Sporting Bears Motor Club 'Tour With No Name' is no more.....because.....we now have a name.

The "name that tour" competition, as I'm sure you can well imagine, has been quite intense and, due to the extremely high standard of all the entries, the judges have had a very difficult job in reaching their decision. In the end however, with it's connotations of Spring, obvious connection to the Fat Lamb and an extremely cunning play on words in relation to our forthcoming "Casino Night" - the winner, supplied by none other than our illustrious chairman Mike McShane, was.....(drum roll).... "The Northern Gambol"

We still have a few places left to fill on the tour, so if you know of any other members who might like to come or have any friends who you think might like to join us - then please give them a nudge and get them to call us.

For those wanting a slightly longer drive, this tour will take place on Friday-Sunday 9th-11th May, based in Ravenstonedale, Cumbria. Roads and company are always interesting and you can expect a good mix of classic and modern sportscars. Note that for non-members, a year's SBMC membership is included free in the entry fee. See <http://sportingbears.co.uk/index.php/view/cat/6/events-diary> or contact me for details.

~o0o~

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The King's Run

I have received this early PR flyer for Chris and Pat Glasbey's tour which they are organising especially for LVG. This is one of our 'BIG-4' events, so if you missed their 'TRot 2 TRees Tour' last year, make a note in your diary **NOW** for this one.



Sunday 7 SEPTEMBER 2014
The Tour ...reserve date in your diary NOW!
Starts in South Cambsno further details yet.
If you wish to be on the mailing list to receive info and entry form (details should be available by end March)
Contact Chris today :-

Chris Glasbey
E: chris.glaz852@btinternet.com

A tour of approx. 90 milesTulips, not convoy

TR Register—LVGdrive it

~o0o~

B2B2B (Baldock-Broom-Bury Tour)

Note this is St. Paul's Walden Bury, not Bury up North! I have posted the details and entry form on our website, emailed everyone on my distribution list and also included a copy of the flyer at the end of this TRunnion.

This is the first of our **BIG-4** events and we already have a strong entry from NLG thanks to Howard Pryor, so please return your forms as soon as possible to book your entry and help make it a success.

If you don't want to do the full tour you can join from The Cock instead of Baldock, so just write the fact on your entry form. If you have already posted your entry form or decide nearer the event that you wish to start from The Cock, then please email Julian.

~o0o~

Shotgun Rides?

Some time ago I mentioned to Julian that the only TR models I had ever driven or ridden in were TR3A and TR4A, either my own or friends' cars, plus one, all too brief, passenger trip up Prescott in Ian Cornish's TR4 4VC. This situation improved slightly in June last year, when we borrowed TS2, so I got to drive and ride in a TR2 for the first time. I don't really know why, but it came as a bit of a surprise as the front drum brakes which I had feared, actually worked far better than I had expected and, apart from the performance, the car did not feel so very different from my own TR3A.

I recall that Jon Marshall had never ridden in a side-screen car until I started chauffeuring him to Group Leaders meetings and he also enjoyed his first side-screen driving experience in TS2, although that would have been quite a different experience from both his Dove and the IRS cars.

So, where is all this leading? Well, apart from Julian offering me a ride in his TR6, we thought it might add an extra dimension to a Sunday lunch meeting for members to share their cars for short drives around the lanes, so that those who have limited experience of one or two models or are new to TRs in general, can get an impression and comparison with their own chosen TR. There may be some members prepared to allow others to drive their car, provided they have the appropriate insurance cover, but the main intention would be to simply provide passenger 'Shotgun' rides. Please let me know if you would be interested in giving 'Shotgun' rides in your TR and/or if there are any particular models you would like to sample as a passenger. If there is sufficient interest, we will choose one of our monthly meetings and perhaps start a little earlier, depending on how many want to participate.

~o0o~

Freebies!

I still have the following, free to a good home: TR Action issues 212-227, 230-260 plus 'The TR Register History 1970-2010'. Some of these may be of interest to those who have recently joined the TR Register. The history, compiled and largely written by Bill Piggot and Ian Cornish, is an interesting look at TR life as it was when we were all much younger (and many still only a twinkle in Daddy's eye).

~o0o~

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A Knighthood for John Surtees

I have received the following via NLG:

Dear All, I have just seen this link in Octane magazine asking for signatures from those who support a knighthood for John Surtees. The quiet man from Kent is now 80 years old and as the only Englishman to have won world championships on both two and four wheels, is surely as entitled to have his achievements recognised by investiture as Sir Stirling Moss or Sir Jackie Stewart? If you would like to add your name to this petition please follow the link:-

www.petitionbuzz.com/petitions/sirjohnsurtees

Alistair

P.S. John Surtees' achievements will be celebrated in his home town of Edenbridge Kent, on Bank Holiday May 26th with a parade of motorcycles and Team Surtees cars. Could be worth a drive out?

It's a simple process to sign the petition and some of these actually produce a result. I sincerely hope this one succeeds.

~o0o~

Website Woes!

I recently received the following enquiry from Pierre Miles:

Just a thought about the website - any chance that the box on the front page of the LVG site indicating when it was last updated could also indicate which part of the site was subject to that update? On the past couple of occasions, I've looked for - and failed to find - what was actually changed.

Apologies if website updates are not in your remit.

Good question and yes, I am looking after the website, but sadly regarding basic features like displays of what has changed, how many visitors we have had, etc., the answer is a short 2-word one.

Pierre added: *I think all I was asking for would be to know which section of the site had been updated by for instance, changing the text colour of the listing immediately above the update date/time.*

This, coming shortly after the fiasco of some downloads of events and entry forms from our website not working with some operating systems and browsers, has prompted me to describe the way in which our TR Register hosted website is managed and the limited control which we have. As this looks set to

be an ongoing saga, and to address Pierre's suggestion I will include a Website Update in future TRUnnions, starting below.

Website Update

In the beginning...there was BrmmBrmm:
<http://www.brmmbrmm.com/leavalleytrs>.

This was a very basic website format used by LVG and other groups for several years. By the time I became editor of TRUnnion in 2011, no-one in the group was updating the website, so I took it on for a while before moving on to the recently introduced TR Register Local Groups website:

<http://www.groups.tr-register.co.uk/lea-valley>.

This does have better facilities for formatting pages and hosting photos and documents than BrmmBrmm but is (IMHO) an extremely difficult package to use (and that is despite a lifetime in software design, development and support) and the editing package unreliable at best. Nevertheless, it's what we have and it costs the group nothing, so we will stick with it for a little longer.

As those of you that either attended the TR Register AGM (well done Keith - anyone else?) or requested a copy of the minutes will be aware, Wayne Scott gave a lengthy presentation about the club's website and forum, during which he stated that...

"...he was looking into how the new site could add benefits for overseas members and promised a complete overhaul of the local group sites understanding the challenges the current system caused. He wanted to create a new, easy to use and customisable system for GLs to update local group websites."

In the course of subsequent discussions to resolve some problems with photos on our own web pages, Ian Brown who provides our 1st line support, commented...

"...What I do know is that Wayne has plans for a major overhaul and upgrade to the whole Register web presence, and that would include local group websites. However, how long that will take, given his current workload and the stuff that gets added regularly, I wouldn't want to predict that it would be any time soon!"

We do have several options in the meantime, which I will outline later, but just to answer some queries including Pierre's mentioned above, let me explain just what we can, and more importantly, cannot do.

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If - no, make that **When** you visit our website, you will see the home page (currently

awaiting update to show change of Group Leader) and ...

The screenshot shows a Mozilla Firefox browser window with multiple tabs open. The active tab displays the 'Lea Valley' section of the 'TR Register' website. The page title is 'WELCOME TO THE LEA VALLEY TR GROUP'. It features a logo with a laurel wreath and the text 'TR REGISTER' above 'LEA VALLEY GROUP'. Below the logo, there is a brief history of the group's formation and its early meetings at various locations. On the left sidebar, there are links for 'HOME', 'HOW TO FIND US', 'SOCIAL SCENE', 'GROUP NEWSLETTER', 'FUTURE EVENTS', 'GROUP GALLERY', 'HOW TO JOIN TR', and 'TR REGISTER SHOP'. A red button labeled 'Join Online' and a blue button labeled 'Renew Membership Online' are also visible. The status bar at the bottom right shows the date as 11/03/2014 and the time as 15:32.

... will have access to the following pages:

- **Home** (Welcome to the Lea Valley TR Group)
We provide input for this page but it can only be posted and updated by the webmaster.
- **How To Find Us**
This map is generated by the webmaster from our meeting location address as printed in TRaction's WOHFTB section.
- **Social Scene**
This page is also maintained by the webmaster and contains the text and any photos associated with the last three TRaction Social Scene reports.
- **Group Newsletter**
Ours!! - I currently post every TRUnion in PDF format on this page at the same time as sending it to those members who have provided an email address. This is useful for members that don't use email or have severe size restrictions on email attachments. It also allows new members to catch up on recent events, serialised rebuild reports, etc., and we have even had comments from members outside our area who have read something of interest and asked to be added to my distribution list (Yes, TRuly!).
- **Group Gallery**
We can pretty much do what we like with this page (within the aforementioned editing and formatting limitations).
- **How To Join TR (Register)**
Does what it says - standard club information.
- **TR Register Shop**
Does what it says - links to club's online shop.

Now, I mentioned above that we have options on how we progress in the short-term with a web presence, but rather than discuss any further at this point, it would be far more instructive to hear from you, the members, what you would like from the group website and whether you would actually use it! Previous items during the past few months relating to group communication have resulted in absolutely no response whatsoever, so perhaps everyone is perfectly satisfied with the current newsletter/website combination? - discuss!

One final heartfelt request to those that do take the trouble to check out the website, is to please report any problems encountered, especially downloading event details and entry forms. Although I have included a note to this effect on the relevant web page, I will repeat it here:

*If you have problems opening or printing any of the documents in this section, please email me (Brian Chidwick) and include name and version of the operating system and web browser that you are using.
(e.g. Windows 7 Home Premium + Service Pack 1 and Firefox 27.0.1).*

FWIW, the example combination above is what I usually use to update the website, although I have versions of most of the popular browsers for testing purposes but I can't fix problems if I don't know about them.



TR Register - Lea Valley Group **BIG-4** - Part 1 The B2B2B Tour - 11 May 2014

Section 1: 10h00 Baldock Services just off the A1(M) at junction 10

Section 2: 13h00 Broom, The Cock, High Street

Covers off - check.

Oil changed - check.

Tyre pressures checked - check!

It's time to get the TR out on the open road and join the first of the **TR Register Lea Valley Group's BIG-4** Events of 2014. Entry is now open to join this spectacular Tulip Tour designed especially for us by Pete Muncer, and split into two sections to allow both longer and shorter runs.

Starting from Baldock Services at 10am, Pete will guide us through 60 miles of some of the best countryside available, arriving in time for lunch at a familiar watering hole.

Those that prefer a shorter route can join us at The Cock in Broom, going on for perhaps another hour to arrive at a renowned garden open day. Here you will find 24 acres of formal gardens and a fantastic tea room to quench your thirst. Entry fee is £15 to cover garden entry for two people. The closing date for entries is **Sunday 27 April 2014** so hurry, hurry, hurry, get those forms filled!



Entry fee includes a small element of reconnaissance costs. £10 per car will be donated to St Pauls Walden Bury charities and represent the garden entry fee. These charities include the National Garden Scheme, which mostly goes to MacMillan Nurses (publicity), the Village Hall (gate), St Pauls Walden Church (teas) and British legion (parking). An additional amount goes to a Burmese charity "Health and Hope" which is nominated by the Bowes Lyon family.