

The TRunnion

TR Register Lea Valley Group

2015 Issue 1 (Jan/Feb)

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MEETINGS VENUE

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

This is a 'lunchtime meeting', not specifically a 'lunch meeting'. Food is optional, so no need to book. Plenty of parking space behind pub.

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

Facebook: "TR Register Lea Valley Group"
https://www.facebook.com/leavalleyTR?ref=aymt_homepage_panel

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-trlvlg@mybtinternet.com.

2015 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, last year, we promoted the

BIG-4

These are the four major events which we hope most members will attend. Details of the 2015 BIG-4 events will be published following the committee meeting in February.

~o0o~

Other Events

Note: Monthly lunchtime meeting dates are now moved to the **third Sunday**.

2015

- Jan.18: **LVG 2015 Kick Off Lunch** at The Hermit of Redcoats, Titmore Green
- Jan.31: Nostalgia Forum Film Show, Albury
- Feb.7: **LVG Committee Meeting**
- Feb.15: **LVG AGM/Sunday Lunchtime Meeting** (at The Cock) - Buffet provided.
- Mar.15: **LVG Sunday Lunchtime Meeting**
- Apr.1: **LVG Wednesday Evening Meeting**
Yes, really - April Fools Day!
- Apr.17-19: CACCC Springing Up Tour
- Apr.19: **LVG Sunday Lunchtime Meeting**
- Apr.26: MK Classic (DID) Tour
- May.6: **LVG Wednesday Evening Meeting**
- May.17: **LVG Sunday Lunchtime Meeting & Peter Muncer Tour to Shuttleworth** (Provisional)
- Jun.3: **LVG Wednesday Evening Meeting**
- Jun.6: LGCCVCC Letchworth Picnic, Halls Green, nr Weston
- Jun.14: **Luton Festival of Transport, Stockwood Park**
- Jun.21: **LVG Sunday Lunchtime Meeting**
- Jun.28: CACCC Tibbles Tour
- Jul.1: **LVG Wednesday Evening Meeting**
- Jul.19: **LVG Sunday Lunchtime Meeting**

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Aug.5: LVG Wednesday Evening Meeting
Aug.7-9: TRR International Weekend, Malvern
Aug.16: LVG Sunday Lunchtime Meeting
Sep.2: LVG Wednesday Evening Meeting
(Last one of the year)
Sep.18-20: Triumphant Welsh Classic Tour
(Organised by LVG, open to other clubs)
Sep.19-20: Kop Hillclimb, Princes Risborough
Sep.20: LVG Sunday Lunchtime Meeting
Oct.18: LVG Sunday Lunchtime Meeting
Nov.15: LVG Sunday Lunchtime Meeting
Dec.20: LVG Sunday Lunchtime Meeting
This calendar will be regularly updated in TRunnion and also on the website, so please check there for latest information.

TRunnion Deadlines

Please note the following easy-to-remember dates for 2015 TRunnion contributions.

~~Tuesday 1st January~~ **Wednesday 1st July**
Sunday 1st March **Tuesday 1st September**
Friday 1st May **Sunday 1st November**
[Late contributions accepted by prior agreement]

EDITORIAL

Happy New Year to all TR Lea Valley Group members and friends. It's difficult to believe that it is only 4 years ago that in a moment of weakness at a Lea Valley Group AGM I volunteered to take over editorship of the newsletter (TRunnion). I'm well aware of the need to be creative as editor and much has happened since then. I am grateful to all who have sent me articles, photos and emails which I have subsequently included. All contributions, great and small are appreciated. You don't need to write a full article - a brief email or photo will also be welcome. More recently, we have also acquired a Facebook page and hope this will be a source of new members and items of interest which may also find their way into TRunnion.

New members often ask why the group is called "Lea Valley". As far as I know, I am probably the last surviving founder member, so I started doing some research earlier in the year for a TRunnion article which I have included below, together with a reprint of the "little bit of history" from my first issue (TRunnion #20111). Hopefully this will clear up the confusion over our location which is essentially Herts and Beds, plus bits of Bucks and Essex. If any newer (or potential) members would like to catch up on previous events or read some of the useful technical

articles, then all TRunnions from 2011 are available on our website.

Christmas and New Year should be a time to catch up on the increasing list of jobs needing to be done on the TR but all I have managed so far is to wash it for the first time since Sarah's wedding and change the battery! The old Motaquip battery has been excellent for almost 8 years but has been struggling for the last few months. After much research I now have an even higher spec (80Ah, 760A CCA) Yuasa Silver 5000 with 5 year guarantee at a bargain price - it certainly pays to shop around. Alas, the remaining jobs will not be so easy or as cheap.

Finally, a few places are still available for the Nostalgia Forum event on 31st January with works Rally driver Brian Culcheth, team manager Bill Price and Graham Robson. We have several TRs attending, including 4VC, Ian Cornish's ex-factory TR4 team car.

Once again, Happy New Year and I hope to see a lot more of you at local events (and perhaps a few others) in 2015.



BrianC

Cartoon Corner

Amongst a batch of TR books which I have been asked to sell on behalf of a member, I came across a cartoon from a Dutch magazine. Many members may remember the Works TR2 depicted as it spent many years in our group, belonging initially to Paul Howell who started the rebuild from several sheds-full of parts and eventually completed by Eddie Holden. It was finally sold to Pascal Quiryren who continues to campaign it in European rallies. The best Google Translate can offer is something like "I will have to define my territory because that is an intruder here!!"



If we have any cartoonists in the group or anyone has any appropriate copyright-free cartoons, I would like to include more - preferably in English!

Group Leader's Report – 11th January 2015

Greetings all. I am writing this with one week to go before the LVG 2015 Kick Off Lunch which will be held starting 12 noon at the Hermit of Redcoats in Titmore Green near Stevenage on Sunday 18th January. At this time there are just a few places left but you MUST book as we have a booking at the Hermit, so please let me know asap if you would like to come. Please note that this will replace our 3rd Sunday meeting for January so there will be no additional meeting on the 18th at The Cock in Broom.

Since my last report, some changes have been identified for the BIG-4 events. Firstly, having contacted various group leaders "up north", it has become clear that The National Parks Tour is a bigger effort to organise than first anticipated! I already hear some of the more experienced tour organisers nodding and guffawing at this revelation but it has resulted in a decision to postpone the event until 2016 to allow sufficient time to organise it. Instead, the BIG-4 will (unsurprisingly) include Chris and Pat's TRiumphant Welsh Classic on 18-20 September. Those of you who have seen the full information pack for this will agree that this looks like an excellent and picturesque tour and I for one am very much looking forward to it. If you would like to join, and I very much encourage you to, please contact Chris Glasbey (triclassicwales.44@btinternet.com). Also, as a result of various conversations as planning for 2015 progresses, it is looking like Pete Muncer's Tulip Tour and our planned Shuttleworth visit may be combined, allowing us to squeeze in another BIG-4 event. There will be more information on both of these at the Kick Off Lunch and in the next TRunnion.

The next LVG Committee Meeting will take place on February 7th so if you have anything that you wish the committee to discuss, please let me know before then. As most of you know, Graham Wade resigned as Treasurer and from the Committee at the end of last year. As a result, I am delighted to say that Pierre Miles has agreed to step up to this position. We have therefore co-opted him to the Committee as Treasurer, subject to confirmation at the next AGM. Many thanks Pierre for taking this on.

The Committee Meeting date has been set to align nicely with the LVG AGM which will take place on 15th February at The Cock in Broom. Buffet lunch will be provided and all are encouraged to attend.

We still have not got around to issuing the LVG Gaining TRaction Survey. I know you all will have missed this and will be anxiously checking your inboxes each day awaiting the delights it offers! We are however working on getting a sensible survey together and apologise for the delay in issuing it. On a serious note, when it is issued, we would greatly appreciate your input by completing and returning the survey.

So as 2015 dawns, and whilst some have already clocked mileage in their TRs, we turn our attention to organising the year's events. Two of the first events that will take place are our Cars On Ramps event and the return of Route To Lunch. We are hoping to hold the Cars On Ramps at Robsport near Royston in April. The finer details are still to be arranged with Simon but he has agreed in principle. This will be a good opportunity to get a good look at the underside of your car, a view most of us rarely see, and to receive some expert advice on any specific areas requiring attention. If all goes well this will be free to all LVG members and it would make sense to combine it with our third Sunday meeting; more details to follow but note that this will require registration and spaces may be limited. I am especially excited though about the restarting of Route To Lunch. We only managed to do two of these last year before the MSA Exemption Certificate issue reared its ugly head, but with those blocking issues now all behind us, we can again hold this event. The idea is to meet at various locations around our region, and then make our way to the 3rd Sunday lunch meeting, thereby allowing us to appreciate each other's routes to lunch. The last such RTL was hosted by Paul last February, starting in Woburn, and took in some excellent roads and scenery. If you have not done this informal event before, I encourage you to try it. Note however, that owing to the combination of other events with 3rd Sunday meetings (e.g. Cars on Ramps in April, Pete Muncer's Tulip in May), these will not occur every month. We will always send an email advising when and when each RTL will be so please do look out for these. Given the April and May events on 3rd Sundays, the first RTL will take place on Sunday 15th March and Dave Randall has kindly offered to host, start point to be confirmed. Watch this space ...

All in all 2015 is set to be a good year for LVG, with some great new initiatives finally coming to

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fruition and new members joining at a fair rate. You may recall in my last TRaction Social Scene a paragraph on one member's comment expressing a view that he thought himself "not technical enough" to attend. As we start the events and meetings for 2015 I would like to reiterate that we really aren't TR geeks and our liaisons really are far more social than technical. That said, there is no such thing as a stupid technical question as that is how you learn, and many of the experts that do attend the social scene are extremely willing to impart whatever information is requested.

I would therefore like to invite all those who do not normally attend our social scene, plus those who have not attended recently, to do so in 2015. It would be great to see you. I would also like to encourage you to consider attending our events, especially the BIG-4. They are great fun, with great people, and you may be surprised how much you get out of it.



Julian Hensman

New Year's Day Meeting at Barrington

I'm sure many of you went out for a New Year's Day run and I'm pleased to say that there were plenty of interesting classic and vintage cars at Barrington. This was the first time that we had made it to this meeting and sadly it looks like being the last after 32 years due to cost of insurance and lack of new volunteers to take over organisation and marshalling. The aluminium-bodied car is an 'AJP', so presumably a special, but I didn't get to chat to the owner. The tachometer markings amused me - it had green, black and red sectors, followed by **BANG** at 7000! The Bentleys appeared to be His'n'Hers cars - some people have all the luck. The other TR3A belongs to Chris & Pat Glasbey who provided us with an excellent brunch before driving to Barrington. A perfect start to the New Year.



There were other Triumphs there, including several TR6s and a few other members in non-Triumph classics. Does anyone else have photos of this or any other NYD classic car event which they would like to appear in TRunnion or on our web and Facebook pages?

Origins of the Lea Valley Group

A little bit of history

Mention of the future, reminds me that January is the 38th anniversary of the LVG founded as a result of 3 new members arriving at the Herts local group meeting and finding themselves alone in the bar.....

From TR Newsletter #12 Winter 1972

Herts. Group. Through lack of support the Sunday meetings have been cancelled at the Comet Hotel, Hatfield. One final chance now exists to establish a group. An inaugural meeting will be held at the Station Hotel, Knebworth, Herts. on 4th January, 1973 from 7.45 onwards. Pull your fingers out HERTS/BEDS members and be there.

From TR Newsletter #13 Spring 1973

This year there are at least nine groups known to me and among new areas being covered are Wessex, Devon and Cornwall and Humberside.

The Herts Group has now been reorganised and is called the Lea Valley Group. It is successfully led by Paul Howell and attracts members from Bucks, London and the Thames Valley, having only previously covered Herts and Bucks.

Sadly, Paul Howell is no longer with us and I cannot remember who the third LVG founder member was, but the memory prompted me to check back through my collection of TRactions and earlier newsletters to reveal that the group has been extremely fortunate in having had unusual continuity of leaders:

Paul Howell	1973-76
Ian White	1976-81
Eddie Holden	1982-94
Phil Titchner	1995-2007
Jon Marshall	2008-present*

Let's try to ensure that LVG remains in good health so that we can celebrate our 40th Anniversary in style in 2013.

Reprinted from TRunnion #20111 (Jan/Feb 2011)

** Note: In case anyone thinks I have made a deliberate mistake, since the "little bit of history" was first published, there has been a change of leadership. Jon Marshall stepped down at the end of 2013 to concentrate on his TR4/4A Registrar's role and Julian Hensman took over as our sixth Group Leader.*

So...where is Lea Valley?

River Lea

(From Wikipedia, the free encyclopedia)

The River Lea (or Lee) in England originates in Marsh Farm, Leagrave, Luton in the Chiltern Hills and flows generally southeast, east, and then south through east London where it meets the River Thames, the last section being known as Bow Creek. One of the largest rivers in London, its valley creates a long chain of marshy ground, much of which has been used for gravel and mineral extraction, reservoirs and forms the Lea Valley Park, as well as industrial areas along its lower length.

The name of the River Lea was first recorded in the 9th century, although is believed to be much older. Spellings from the Anglo-Saxon period include Lig(e)an in 880 and Lygan in 895, and in the early medieval period it is usually Luye or Leye. It seems to be derived from a Celtic root lug-meaning 'bright or light' which is also the derivation of a name for a deity, so the meaning may be 'bright river' or 'river dedicated to the god Lugus'.

The spelling Lea predominates west (upstream) of Hertford, but both spellings (Lea and Lee) are used from Hertford to the River Thames. The Lee Navigation was established by Acts of Parliament and only that spelling is used in this context. The Lee Valley Regional Park Authority also uses this spelling for leisure facilities. However, the spelling Lea is used for road names, locations and other infrastructure in the capital, such as Leamouth, Lea Bridge, the Lea Valley Walk and the Lea Valley Railway Lines. This spelling is also used in geology, archaeology, etc. to refer to the Lea Valley. The divergent spellings of the river are also reflected in the place-names of Luton and Leyton: both mean "farmstead on the River Lea".

The source is usually said to be at Well Head inside Waulud's Bank at Marsh Farm, but there the River Lea is also fed by a stream that starts 2 miles (3.2 km) further west in Houghton Regis. The river flows through (or by) Luton, Harpenden, Welwyn Garden City, to Hertford where it changes from a small shallow river to a deep canal at Hertford Castle Weir, which then flows on to Ware, Stanstead Abbots, Hoddesdon, Broxbourne, Cheshunt, Waltham Abbey, Enfield Lock, Ponders End, Edmonton, Chingford, Tottenham, Walthamstow, Upper Clapton, Leyton, Hackney Wick, Stratford, Bromley-by-Bow (past Fish Island), Poplar, Canning Town and finally Leamouth where it meets the River Thames (as Bow Creek). It forms the traditional boundary between the counties of Middlesex and Essex, and was used for part of the Danelaw boundary. It also forms part of the boundary between Essex and Hertfordshire.

Doesn't help much does it (apart from with insomnia)? I think LVG's original intended area extends eastwards from the M1 as far as where the River Lea becomes known as the Lee at the start of the Lee Navigation and the Lee Valley Park. Any other theories?

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. This eventually morphed into "Scuttlebutt"†:

†**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!]

From Pete Muncer

Dear Ed - herewith a few random comments generated by perusing the latest issue of your esteemed publication.

Re. monthly meetings - OK, so the first is now the third (and vice-versa) as I understand it - so we'll be meeting Wednesday lunchtime and Sunday evening or am I just a confused old git? (careful how you answer that one).

Glad to hear that the recent Register AGM apparently resolved some serious issues (I hope). I've never been too interested in getting involved with the Register nationally, quite happy to do my bit at local level - it does seem to me that running a national club as a business starts to encourage personalities and egos to become much more involved - any way let's hope the way forward is smoother than of late. Incidentally, the contentious TR Register insurance scheme has yet to attract my support - no real antipathy to the idea, it just doesn't seem to offer any advantage (to me anyway) over Towergate - should I be castigated and hung by the shockers?

Interested to read Tim Hunt's article on the Round Britain Run - Mike Mercer-Deadman (formerly of LVG but now moved to the dark side of NLG), has suggested several times to me that I should have a go at the event, but I pointed out that my days of driving around the country for days on end are long past - besides, how do you install a commode in a TR?

Kindly inform Mr. Titchner that my anorak capabilities do not extend as far as pre-war aircraft - however, if you want to know the chassis number of the Aston Martin that won Le Mans in 1959, I could probably be of assistance.

I recognise that trailer residing in Mr. Richardson's barn - I believe it to be the very one which I purchased in the early 80's to tow behind my Fiat 131 estate (we needed the trailer because the rear of the Fiat was occupied by 7 stone of German Shepherd Dog). At some point the trailer was donated / sold at a knock-down price to LVG - glad to see that Paul has done a superb restoration job - I only recognised the thing by the cover.

Pierre Miles is a brave man to tackle his first track day in pouring rain at Cadwell - apparently not the easiest track even in the dry. I have never done an organised track day, but the old Norwich Union and Haynes tours always gave you the opportunity for a few laps at a circuit - Castle Combe I reckon would be a safer bet than Cadwell, much more room for off-course excursions.

Glad to see that MSA have had an outbreak of common sense regarding "social runs" or "touring assemblies" or "non-F1 convoys" or whatever - just a pity that many clubs and groups have forked out £25 per event in the past - can we claim a refund, or does that invoke the "Bernie Bung" rule?

Finally, although I'm not a great fan of modern F1, congratters to Lewis Hamilton on his second world championship and on dealing with the challenge from his German team mate so effectively (team mates? nowadays?). Still haven't worked out how hybrid power units work though, and should I fit prime or option tyres to the TR?

Many thanks for that Pete - that allowed me to make an early start on TRunnion #20151 (but still struggling to finish). I was definitely pleased (and relieved) to see the result of the F1 'war' went as it should. Lewis has matured immensely this season and deserves the respect he is now getting.

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Freebies!

I still have the following, free to a good home: TR Action issues 212-227, 230-260. Some of these may be of interest to those who have recently joined the TR Register.

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From Ian Robinson (via Facebook)

Hi, I am a new member here, I am trying to find a decent garage around the Harlow area for my TR4. Can anyone recommend one? Thanks in advance.

It's good to see that our new Facebook page has started to attract a few 'friends' and now a new member. Ian lives in Harlow and has already contacted the Essex Group. After recommending the usual suspects and following further discussion, Ian provided this additional information:

I will need somewhere to do some basic maintenance but I want to learn to undertake that myself in time. I will need some work done on the heater and some electrical work doing along with a bit of a touch up on some paint work.

I had a look through your site and noticed that on your survey you mentioned technical advice with hands on assistance which could help my learning curve.

Seems strange that you travelled to Harlow to work and I do the opposite by travelling to Bedfordshire. How did your group become the Lea Valley group based in Bedfordshire? I would be grateful if you would put this in your newsletter. I think I will come along to one of your monthly meetings where I could possibly make some connections through your new member buddy system - that seems a very good idea.

You may have read Ian's letter in TRaction #279 explaining how he came to own his TR4, so let's hope we see Ian at The Cock in the New Year. Meanwhile, here are a few photos of his car, which is both the model and colour I would choose in hindsight if I were just starting out on TR ownership.



~oOo~

From Gerry Cochrane (via Julian)

I just received a telephone call from one of our members Gerry Cochrane from the Milton Keynes area. His clutch has broken (note not worn out but actually broken) on his 6 and he was looking for a garage that would allow him to take part in the work required to fix it. He has called around a bit but unsurprisingly has been told that this would not be possible for insurance reasons. So, do we by any chance know of any garage that would allow him to take part in such work?

My first reaction was that as regards the 'broken' clutch, there are two most likely causes:

1. The dreaded 3-rivet clutch plate - there were loads of these around and probably some suppliers are still selling them.
2. Sheared taper-pin in the clutch cross-shaft.

These theories were corroborated by our Technical Guru, David Dawson, and Gerry was encouraged by advice and offers of assistance from other committee members to have a go at removing the gearbox to investigate and this is what he found (Gerry's plate on the left - photo on the right shows the difference between a correct-specification plate and the dreaded 3-rivet type).

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Latest update from Gerry:

Clutch is in! It went back together fairly easily - compared to learning how to get it apart. Haven't actually driven it yet but it worked when up on stands (gently). So fingers crossed. And I do have the obligatory nut and several washers left over!

Hopefully none of the leftovers were vital and we look forward to seeing Gerry, Stella and Monty (that's the TR, pictured below) on the MK Classic Drive It Day tour in April (if not before).



Several other members have asked about garages which would allow owners to work on their own cars or assist. However, I can't imagine many (if any) garages allowing owner participation - I would love to be able to do this as I trust Autolube but I have more TR-specific knowledge than any of the mechanics or owners, so need to be on hand for any jobs they do on my TR. It can work and has done when I was under doctors' orders not to work on cars a few years ago, but you have to be prepared to locate and supply parts and also provide information from workshop manuals.

~o0o~

From Mike Aldridge

(We received this email towards the end of last year).

I am a new member and as I live in Flitwick, Beds, the Lea Valley group is the most local. I am also a member of the Jaguar Enthusiasts' Club, owning 2 Jaguars, but now want to buy a TR4A IRS RHD. Any help the club can give me to find a car would be appreciated. I also do not want a project or basket case. I have added a "wanted" advert to Traction and will be in the next edition.

I contacted Mike this week to see if he had found a suitable car and received the following update:

Rather spooky to get your email as I picked up my new purchase yesterday. In the end I got a TR5. I only got it back yesterday evening and so far I am really happy to have taken the plunge and spent a bit more than first planned.

A few things need work, but the car looks nice and I will send you a photo from the listing site I got it from. I hope to bring it along to some of the TR get-togethers this year and the experts can tell me what is not right with it!!! Believe it or not, I have not yet taken any photos and anyhow the trip home last night got it rather wet and dirty.

Well done Mike - brave decision to spend more but at least you are onto the top rung of the TR ladder in one giant leap! Thanks for the photo and we will look forward to seeing you both soon.



Members' Stories...will be back if anyone sends me anything!

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 (long since, 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.

This space to let!

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 *rebuilders, racers, rallyists, tourists, concours specialists* and especially *partners* and *new* or even *prospective* TR owners

Remember that from January 2015, the *First Sunday* meetings will be moving to the *Third Sunday*, and the *Third Wednesday* meetings will be moving to the *First Wednesday*.

And to further confuse you, the *18th January* meeting will be the 2015 Kick Off Lunch at *The Hermit of Redcoats, Titmore Green, Little Wymondley, Hitchin, Herts, SG4 7JR*

(<http://www.thehermitofredcoats.com> Telephone: 01438 747 333)

If you haven't already booked with Julian, please check with him to confirm that the Hermit can squeeze you in. (Note that this is at the Hermit of Redcoats pub, *not* Redcoats Farmhouse Hotel which is nearby!)

We will be back at The Cock for the *15th February* meeting which will be the *AGM* (with *buffet included!*). With free food we expect a good turnout and new members will be especially welcome.

Normal service resumes on *15th March* which will be a regular lunchtime meeting at The Cock.

Don't worry - I will be sending a reminder a few days before each meeting, either with TRunnion or as a separate email.