

The TRunnion

TR Register Lea Valley Group

2015 Issue 6 (Nov/Dec)

LVG COMMITTEE 2015

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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"**
www.facebook.com/leavalleyTR

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@mybtinternet.com.

Our monthly lunchtime meetings now seem to be back to full strength for the rest of the year, so it would be appreciated if those intending to eat could please contact The Cock (Tel. 01767 314411) so that they have an idea of numbers. The kitchen is very small and cannot cope with a sudden influx of people wanting to eat, especially if they have other customers booked or campers in the adjacent field. I think most people stay for a couple of hours and are happy to wait, so it shouldn't be a case of everyone needing food on the table at the same time. Hopefully we can avoid anyone going hungry and also overloading the kitchen!

2015/6 EVENTS CALENDAR

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.

BIG-4

2015's four major events which we encouraged all members to attend:

May.17: Peter Muncer's Tulip Tour to Shuttleworth

Jun.14: Luton Festival of Transport, Stockwood Park

July.11: Fun on the Farm, Oundle

Sep.18-20: Triumphant Welsh Classic Tour

(Other events continued below. Nominations for 2016 BIG-4 and other events welcome now)

Disclaimer -

The TR Register wish to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company, or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.

Other Events

Note: Monthly lunchtime meeting dates are always on the third Sunday.

2015

- Nov.15: LVG Sunday Lunchtime Meeting
- Dec.20: LVG Sunday Lunchtime Meeting

2016

- Jan.17: Kick-Off Lunch (Venue to be determined)
- Jan.30: Nostalgia Forum Motor Sport Film Show
- Feb.21: LVG Sunday Lunchtime Meeting/AGM
- Mar.20: LVG Sunday Lunchtime Meeting
- Apr.6: LVG Evening Meeting
- Apr.10: MK Classic Tour
- Apr.17: LVG Sunday Lunchtime Meeting
- Apr.30: Cars on Ramps at Robsport
- May 4: LVG Evening Meeting
- May 15: LVG Sunday Lunchtime Meeting
- Jun.1: LVG Evening Meeting

- Jun.19: LVG Sunday Lunchtime Meeting
- Jul.6: LVG Evening Meeting
- Jul.15-17: TRR International Weekend - Lincoln
- Jul.17: LVG Sunday Lunchtime Meeting
- Aug.3: LVG Evening Meeting
- Aug.21: LVG Sunday Lunchtime Meeting
- Sep.7: LVG Evening Meeting
- Sep.18: LVG Sunday Lunchtime Meeting
- Oct.16: LVG Sunday Lunchtime Meeting
- Nov.20: LVG Sunday Lunchtime Meeting
- Dec.18: LVG Sunday Lunchtime Meeting

This calendar will be updated in TRunnion and also on the website, so please check online regularly for latest information.

EDITORIAL

It always used to be that come Autumn, the TR season ended, cars were tucked up (unless like me, your TR was a daily driver) and car club activity was confined to film shows, quizzes and guest speakers. How times have changed. September was a 'Tale of Two Tours' just a week apart. It's encouraging to see so many classic car owners using their cars beyond the dry summer days. Chris and Pat Glasbey's 'Triumphant Welsh Classic Tour', the last of our BIG-4 events, was well-supported by several TR Register groups and other invited clubs and some of us made it to the CACCC 'Falling Down Tour' in Norfolk a few days later.

Whilst LVG does not run its own film shows nowadays as it's not appropriate for a Sunday lunchtime, Lynda and I get our regular fix of motor sport film and guest speakers via the Nostalgia Forum. There are only three events each year but these are always well attended by real enthusiasts, competitors, marshals, works team mechanics and members of the motoring press and media. There are several TR Register regulars from other groups and for the October show the LVG attendance was increased by a third with Keith Scotchford making his first visit. It would nice to see a few more supporting this as it's a really good day out and raises money for charity, so if you are interested in historic motor sport, watch out for details of the January programme.

One event that I missed yet again this year due to touring, was the Kop Hillclimb, so if anyone is

thinking of organising a tour next September, please avoid the Kop Hill weekend!

The minutes of the LVG committee meeting in October are published on our website with this TRunnion. Please have a look and see what we are planning for next year. Plans are at a very early stage, so we would welcome suggestions for new events from all members. Those who were at the October meeting will know that Julian is standing down from his position as Group Leader due to work commitments. He has done a great job in rejuvenating LVG but we will be electing a new Group Leader at the AGM in February as described in item 10 of the minutes. Full details of the election process will be published in the Jan/Feb TRunnion. Meanwhile, if you would like to find out more about the role or would like to join the committee, please contact Julian or myself. And finally...

...the 2016 Kick-Off Lunch will be at The Crown, Shillington on 17th January. Provisional details are included in this TRunnion. As I will be visiting the pub next week to confirm the menu and pay the deposit, it would be most helpful to have a good idea of numbers, so please email me as soon as possible if you wish to attend.



BrianC

TRunnion Deadlines [Late contributions accepted by prior agreement]

Please note the following easy-to-remember dates for 2016 TRunnion contributions.

Friday 1st January
Friday 1st July

Tuesday 1st March
Thursday 1st September

Sunday 1st May
Tuesday 1st November

Group Leader's Report 4th October 2015

I write this report having just held the final Committee Meeting of the year, during which we reflected on the events of 2015, and this year has been a blinder. Each year, Lea Valley Group promotes 4 main events known as the BIG-4. This year's final BIG-4 event was the Triumphant Welsh Classic organised by Chris and Pat Glasbey and sponsored by Racetorations which took place between 18th and 20th September. Based for three nights at the Metropole Hotel in Llandrindod Wells, some 70 people were treated to mountain after mountain, valley after valley, lake after lake and forest after forest; some of the most superb scenery and best TR driving roads known to man and even a gold mine. A very BIG-4 hats off to Chris and Pat for effort, organisation and sheer quality, big respect for an amazing event. Sincere sympathy goes to Phil Sanford, who whilst recently pottering along without a care in the world, suddenly found himself missing not only a wheel but also brake drum, hub, etc., and ended up facing the wrong way from the wrong side of a hedge (the inside). Hope the car gets better soon Phil and extremely glad you are OK!

We are now looking forward to 2016 which is already looking like the BIG-4 may morph into the HIGH-5 or even the STRAIGHT-6! That said, we wish to continue our focus on key events that our members want to attend, so we will be inviting comment and feedback on the current 2016 BIG-4 proposals in the next edition

of Brian's excellent TRunnion newsletter. Please contact me if you do not receive this two-monthly publication but wish to. We will also be sending out a revised Gaining TRaction survey that we request our members to complete prior to the AGM. This questionnaire allows you to state your preferences, advise us what you would like the group to do, and generally rate what you like and don't like. Please give it your attention when you receive it as it will determine what we do next year!

We start 2016 with our Kick Off Lunch and this will be on the first 3rd Sunday, January 17th 2016; venue to be advised. Put it in your diary and watch for announcements in TRunnion or by email from Brian (again, let me know if you want to be included on his mailing list). This will be quickly followed by our AGM on February 21st 2016 – another date for the diary.

As always, please see TRunnion or contact me for more details. I am available on 07818 060101 or at jhensman@seorb.com. See you at The Cock in Broom 3rd Sunday each month.



Julian Hensman

[A copy of this report will also appear in TRaction #287 Social Scene]

Lea Valley Group Regalia

There has been some discussion recently concerning the possible introduction of a few items of LVG promotional material ('regalia'), including shirts, windscreen stickers and flyers. Pierre Miles and Chris Glasbey have done a lot of research on this, especially the shirts! This will probably be a topic for discussion at the next Sunday meeting, so here are a few points from Pierre to ponder:

- Previous regalia (eg clothing, flyers and GL cards) – anything locatable that we can use?
- Shirt colour – all to be the same: bottle green has been suggested – should work OK with existing LVG logo, although this colour is not available for rugby shirts from proposed supplier.
- Shirt style: sweatshirt with collar (as per CG email), or polo shirt, rugby shirt, T-shirt or 'normal' shirt/blouse.
- Use TRunnion to canvas LVG members – to establish preferences for colour and style, inc 'his and hers'.
- Samples of shirts available before purchase to establish garment actual sizes?
- LVG logo: stay with existing logo (with possible minor colour changes to suit shirt base colour) or design a new logo that is more eye-catching (as per Mille Miglia for example - although I can't find a suitable example right now)?
- Arrange for individual purchasers to order/pay direct with supplier – with LVG paying for embroidery.

2016 Kick-Off Lunch

As has become TRaditional, LVG will be commencing the New Year with an 'away game'. This year we have chosen The Crown at Shillington, which a number of us visited for our final evening meeting in September. Not only were we impressed with the food and friendly staff, but the restaurant area is larger than many other pubs considered. Last year we were limited to 22 people and some members were unable to join us. The Crown can cater for up to 40 but we need to confirm numbers very quickly.

We will be keeping things simple by having a tailored menu similar to that printed below and ordering in advance. Price will be fixed at £25 per head, including a donation of £5 to a local charity, 'Starlight Childrens Foundation' which provides special trips/treats to seriously/terminally ill children. A welcome drink will be provided from club funds using vouchers which will be handed to members on arrival, but subsequent drinks will have to be paid for individually.

I will be visiting the pub next week to discuss minor tweaks to the menu to include a few alternative main dishes alongside the roasts (I especially enjoyed the Ballotine of Lamb!) and pay the deposit so please email me as soon as possible if you wish to attend. Final menu and details of advance payment will be emailed later this month. Please book early to ensure we make this a really good start to the year. LVG has enough members to potentially fill the restaurant if you commit early.

TR Register Lea Valley Group Sunday, 17th January 2016, Kick off Lunch

Starters

Homemade Soup of the Day with baked bread (V)
Lightly Battered Tempura Prawns with a sweet chilli dip and cucumber
Crispy Coated Breaded Mushrooms with mixed leaf and a garlic mayo dip (V)
Feta Cheese and Olive Salad drizzled with a balsamic glaze (V)

Mains

Roast Loin of Dingley Dell Pork and Crackling
Roast Sirloin of Scottish Beef
Vegetarian Quorn Sausage Roast (V)
All roasts served with Yorkshire Pudding, roast potatoes, roast parsnip and a selection of vegetables
Succulent Chicken Breast in a White Wine and Mushroom Sauce
With creamed mashed potato and spring cabbage

Salmon, Broccoli and Dill Fishcake
with hand cut chips and mixed salad

Homemade 6oz Crown Beef Burger topped with Bacon and Cheese in a Brioche Bun
with hand cut chips, onion rings, burger relish, gherkin and mixed leaf

Desserts

Warm Chocolate Fudge Brownie with vanilla ice cream
Cheesecake of the day
French Apple Tart with vanilla ice cream
Smooth Vanilla Ice Cream

Filter Coffee and Mint

TR Register AGM

Pierre Miles, Chris Glasbey and I attended this year and I'm grateful to Pierre for the following.

Brief notes on TRR AGM held on 1 November 2015 at the Heritage Motor Centre, Gaydon

- Chaired by Chris Hale (VC) as Phil Tucker (C) was taken ill just before the meeting.
- Apologies for absence noted.
- CH noted that a proposal to vote on Chris Cunnington being an Honorary VP has been withdrawn because the Board had failed to follow the correct procedures. Noted by Ian Cornish (IC) that this is the second successive year that something like this has happened and does not reflect well on the Board.
- Minutes of Previous AGM. Noted by IC that the minutes contain many punctuation, grammar and spelling errors, although he agreed with Paul Hogan and Roger Hogarth (minute taker in 2014) that the content of the minutes was basically accurate. Minutes accepted by majority vote.
- Accounts for period Feb 2014 to Feb 2015 presented by Merve Parkes (MP) and accepted by vote, as also was decision to reappoint current independent account reviewers for the current financial period.
- Election of honorary members: three more added.
[Very pleased personally to see Willy Cave included, along with Peter Tokely and Mark Treadwell. Willy is a frequent visitor to the Nostalgia Forum Motor Sport Film Show gatherings and still competing at the highest level at nearly 90 years of age - Ed.]
- Chairman's Report (written by PT and read out by CH). Some points noted:
 - IWE Malvern turned out to be broadly cost-neutral, as planned.
 - Planning for IWE 2016 at Lincoln is well advanced, with provisional bookings made for 2017 at both Malvern and Lincoln.
 - Insurance schemes: loan to HDL now fully paid off; approx. 1/3 of TRR members have TRR Insurance cover, generating greater income to the club than previous schemes.
 - Despite rumours, there is no plan to move out of the TRR Didcot office to Bicester – although the Board is keeping an eye on office location costs.
- Financial Report, from MP. Reported in TRaction (#284?) and outlined during the AGM. Noted that: the accounts are generally healthy; that Harrogate IWE posted a loss probably caused in the main by very wet weather; that the increase in office costs was as a result of severance payments following office reorganisation. Accounts can be accessed from the link to the AGM on the website members page.
[As far as I am aware, all relevant information, including the usual, very brief, summary of accounts, board nominations, job descriptions, etc., was published on the main TR Register website. I would be interested to know how many LVG members actually managed to access this and whether this is preferable to receiving such information via TRaction - Ed.]
- Press Report, from Wayne Scott. Good introductory video, including brief mention of Chris's Triumphant Welsh Classic. Some points noted:
 - New strategy in advertising TRR, halved the cost with no reduction in effectiveness.
 - New approach to TRaction content, e.g. more technical, more photographs *[and sport - Ed]*.
 - eNewsletters coming.
 - No intention to stop distributing paper copies of TRaction.
 - Local group newsletters will appear on the main site.
 - Central events calendar will include all local group events.
 - Rationale for the central 'buy, sell and trade' area on the website was explained.

6 The TRunnion

- Website development still in progress, including: European Breakdown Directory, will be interactive based on your current location; all issues of TRaction will be accessible; better bulk image upload; new shop layout; lots of archive material and vouchers. The Forum will also be updated but that is a little way off and would probably mean the loss of material already there.
- Election of Club Directors: There were no contested positions so all incumbents were re-elected. *[With the exception of Nigel Jordan and Roger Hogarth (South and South-East directors respectively), who stood down, leaving these positions vacant - Ed.]*
- Budget Proposals, from MP. Some points noted: TRR Insurance scheme generating an annual income of approx. £9k more than with previous scheme; future insurance expenses will be larger because of previously inadequate coverage provided to local group events; TS2 maintenance costs will be incurred (e.g. engine rebuild), given that it has covered many miles over recent years in the hands of numerous drivers; subscription dues will remain unchanged.
- Voting on Resolutions. Resolution proposed by IC that the term served by Honorary VP be limited to 3 years rather than the current situation where once elected, the person remains in position 'for life'. The Board recommended that the resolution be rejected because it would result in Honorary Presidents being incumbent for life whereas Honorary VPs would be for limited duration. After everybody had voted, Ian Evans (himself an Honorary VP) explained the rationale behind having Honorary positions. Polling result – resolution rejected: 42 voted for the change, 49 voted against, 4 abstained and there were 12 spoiled voting slips.
- Le Mans Classic Cars: Paul Hogan is planning to send 2 teams next year and is seeking support - of any type. There are likely to be 2 or more test days in the UK early next year, at which members may be permitted to view activities.
- Following the closing of the formal AGM procedures, several awards were presented to members, including the Standard Triumph Forum's Harry Webster CBE Special award being presented to Graham Robson.

A Tale of Two Tours (Never too old to learn)

As I mentioned in my editorial, we have clocked up some serious miles in recent weeks and were fortunate to get away with a couple of problems which were avoidable. The first occurred on the Triumphant Welsh Classic Tour. As a rule, having usually done considerable mileage in getting to a tour and on the first day's route, I rarely bother to check the car on the second morning as the route is much shorter. However, this time I had a spare 10 minutes to kill so decided to check oil, water, brake fluid, etc. All was well until I unhooked the bonnet prop and felt a lurch of the bonnet to one side. The studs had fallen out of the right hand bonnet hinge. Fortunately, Roger Hogarth was on hand to grab one side and I was able to close the bonnet before the other hinge snapped. I was able to make a hasty temporary repair with Duck tape and just made it to our allotted place in the queue of cars under starter orders. An embarrassing incident which was totally avoidable as I bought a set of RevingtonTR's expensive high-quality boot and bonnet hinges a couple of years ago to pre-empt this common side-screen TR problem and had just been too lazy to fit them.

The second incident occurred a few days later en route to Swaffham for the CACCC Falling Down Tour. Accelerating out of a roundabout onto the Thetford Bypass, there was a sudden loud rumbling and banging. Luckily I was in the left-hand lane and able to escape onto the grass verge. Fearing the worst, and as all four wheels were still attached, I opened the bonnet (carefully as it still had a Duck-taped hinge!) expecting to see oil and bits of engine scattered about. Well, it could have been worse, although anyone who has had to replace a broken fan-belt on a side-screen TR at the side of a busy dual carriageway will know it's not the best of news. Conspicuous by its absence, I spotted the remnants of the shredded fan-belt well and truly wrapped around the crankshaft behind the bottom pulley. If I had driven any further it would undoubtedly have locked up the engine with devastating and expensive consequences. Removal of the old and fitting of a replacement belt took nearly an hour, including jacking up the engine to gain clearance past the steering centre tie-rod, followed by half an hour walking back up the road...*[Continued on page 12]*

Triumphant Welsh Classic Tour

Chris Glasbey's report on this tour should appear in TRaction #271. Meanwhile here is a photo-montage by Chris and some unfamiliar cars under a familiar starter's orders, courtesy of Magda.



8 The TRunnon

Photos above are of a few cars owned by members of other TR Register groups and other clubs. The Toyota Supra, owned by Nev and Liz Colvin, is a regular on Sporting Bears tours and my personal favourite of this (and other) tours. In the white TR4A are Roger (TRR South-East director - retd) and Sue Hogarth. The Jaguar XKR of John and Sue Tarbox is well-known to Carpenters Arms tourists and must have been quite a challenge on some of the narrow Welsh forest tracks. The red TR2 of Paul and Christine Harris is my pick of the TRs. Prior to this event, Paul, often seen at the TR IWE with his Vredestein tyres stall, had only driven the car a few hundred miles since getting it back on the road. The Herald Convertible of Peter and Kate Hennell was another car freshly back from major work, completed the night before. Both ran faultlessly throughout the weekend. The red TR6 belongs to local members Mike and Colleen White who we hope to see regularly at LVG meetings in future. The final car in my selection is the red (yet again) TR7V8 of Rob Welch and Sue White, part of a large contingent from Essex. There were many other TRs and non-Triumphs and Magda has provided photos of each of the cars leaving the Hotel Metropole. These are accessible via a link on our Facebook page.

Also From our Facebook page:

[TR Register Lea Valley Group added 8 new photos.](#)

Published by [Brian Chidwick](#) · [24 September](#) · [Edited](#) ·

Triumphant Welsh Classic Tour: Some of the 35 cars at the Dolaucothi Gold Mines. None of us found any gold but we were all richer for the experience of an excellent weekend's touring thanks to Chris & Pat Glasbey and sponsorship by [Racitorations Ltd.](#)



Scuttlebutt

In my first edition of TRunnion (January 2011) 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

RE: Triumphant Welsh Classic Tour.

Dear Ed.

I'm sure I won't be the only one who wants to say a massive thank you to Chris & Pat via The TRunnion for a superb weekend in Wales - hotel, route, checkpoints, all excellent - even the weather was persuaded to co-operate! (apart from the run back home on Monday). My own tour planning efforts give me an appreciation of the months of preparation which Chris & Pat must have put in to the event - however, our CACCC tours are relatively close to home, not a 400-mile round trip away.

Anyway, a few random impressions & thoughts from the weekend:

- how many Welsh villages and hamlets don't have a vowel in the name - how do you pronounce Ysgwynyddi or whatever?*
- the sterling efforts of the start marshals to get us away on time & in order - but why was Pierre giving every car a V-sign just as revs. were building?*
- the polishing activities of one Group (I won't say which one but apparently it's The Only Way) as soon as they returned from the Saturday run - I didn't realise it was a concours competition as well.*
- how did Chris & Pat manage to get John Tarbox down to breakfast at 7.30am? - never happens on CACCC tours.*
- talking of said august personage, a Jaguar XKR is definitely a very tight fit down TR-sized lanes.*
- is it possible to develop a complaint such as "TR clutch foot/ankle" after a weekend of up & down the gearbox?*
- you never know when an ancient tin of WD40 might come in useful - but apparently my accelerant has deteriorated (it's an age thing Dennis).*
- similarly duck tape is very useful for a) repairing TR3A bonnet hinges and b) repairing TR3A driver thumbs.*

A cracking weekend - what a Triumph!

Pete Muncer

Many thanks for that Pete - a good start for the next TRunnion and hopefully we will get some more feedback and photos from others via Chris.

Even the very wet drive back turned out well after some early navigational problems, slow-moving traffic and misleading signposts. Fortunately, as a result of the latter, we ended up going via a very pretty route through Corse Lawn to Tewkesbury and back onto our

favourite route with a pit-stop at The Plough, Ford. Despite the road conditions, the final section was probably the fastest we have done it - Vredestein T-Tracs give so much more confidence.

~o0o~

From our Facebook page:

[Magdalena Malkowiak](#) added a new photo to [TR Register Lea Valley Group's](#) Timeline — with [Julian Hensman](#). [10 October at 14:39](#) ·

Yay, success!! The gear box is out!! With kind help from Tony, Tim and David!!



Shame I missed this but maybe I'll be around for the reinstallation - always an interesting challenge! Whilst the removal went well, it seems the plan to fit an uprated Stag gearbox from Racetorations and rebuild the old one as a group exercise hit the buffers and the gearbox is now in Grantham as Julian explains:

I spoke with Darryl and he is still trying to find a constant pinion shaft that will fit my car. He has bought 5 TR6 boxes blind and not found the correct fit yet. So I have conceded that it is probably not practical to try to retain my old gearbox as I may be waiting some time for the new one if I do. As a result, I have said to Darryl that I will send him the old box exchange and he has said that will result in a much faster build of the new one. This means that we will not be able to rebuild the old box.

Julian

~o0o~

Discussions regarding a possible new LVG logo design prompted me to TRawl through back issues of TRaction to work out when the current logo was introduced. First appearance seems to be in TRaction '126 Oct/Nov 1996. I've no idea who designed it but Phil Titchner probably does as he was Group Leader at the time. I can only recall two LVG polo shirts, the first in dark green with a Triumph shield logo with Lea Valley printed across it and the lighter green 25th Anniversary one with the current logo. Interesting, but not at all surprising, to read some of the reports throughout the decades with regular appeals for more support. It looks as though support now is probably as good as it ever was, or at least no worse.

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 (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.

&

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.

A Brief International Tour of England - Ian Finn



My original plan for this summer was to take Terri the TR to either the Isle of Man or Eire.

Unfortunately earlier in the year Terri had suffered numerous problems with ignition & carburation. This persuaded me to do something a little less ambitious.

So, inspired by an article in Autocar (15/7/15) in which Richard Webber road tested the new Jaguar XE, Janice & I set out on our 5 night trip to visit Boston, Gibraltar, New York, Melbourne & Ireland.

The top-down & mostly rain free drive from home to Boston (including a lunchtime stop at Spalding in the district of South Holland!) was accomplished without any mechanical or electrical dramas.

At the White Hart in Boston they very kindly allowed me to park “the old car” in the small car park at the front of the hotel under the gaze of their CCTV & right next to the bridge over the river Witham.

Boston is an interesting town. It has the largest parish church in England, nicknamed The Stump. In the past it was obviously a very wealthy town with its famous Guildhall. Day two was market day in Boston – busy or what – which we rounded off with an evening meal at an excellent Thai restaurant, the Boston Spice.

Day three we set off to find the nearby Gibraltar & New York. Gibraltar is a nature reserve near Skeggy & New York is merely a cross roads on the B1192. However, near New York there is an American Diner complete with Yellow cab & US police car. We returned to the White Hart for the night & had another excellent evening meal – this time at an Italian restaurant, Bizzarro.

Day four dawned & we set sail for Melbourne. Weather still dry - although the overnight rain had found its way past both the boot lid seal & the zip of the tonneau cover ! Once again the hotel, Harpurs, had free (for guests) car parking on its doorstep. Melbourne is clearly a very upmarket suburb of Derby with many smart gift shops etc. Our evening meal was at a fast food Indian restaurant, called Zeerah, to which we had to take our own booze & which had some unusual dishes on offer.

The now wet journey home was via a village called Willington which is famous for its power station cooling towers and the Trent & Mersey canal. We spent night 5 there, at the Dragon, a sister hotel to Harpurs with a very, very busy gastro pub restaurant.

From Willington we had planned to have lunch at the Black Horse in Ireland, a village near our home but, being a Sunday we decided against it as we knew it would be extremely

busy.

So, a total of 560 trouble free miles.

Perhaps Terri would have survived a trip across the Irish Sea after all – maybe next year.

~o0o~

Many thanks for that Ian - a clever idea for a touring theme and a nice surprise when we got back from our recent tours. Hope to see Terri and yourselves at The Cock soon.

A Tale of Two Tours (Never too old to learn) [Continued from page 6]

...in search of the mini wiring loom for the electric fan ripped off by the escaping belt. Eventually this was found free-ranging in the depths of the engine bay, although missing one vital wire. So, another problem which could possibly have been avoided by more careful regular inspection of the fan-belt. Although I always run with the maximum recommended amount of play in order to avoid undue strain on dynamo and water pump bearings, I had noticed a slight wobble in the belt when revving the engine although it ran perfectly OK otherwise. Maybe the water pump pulley was running out-of-true or the belt was simply past its best after 32000 miles. With the original type solid fan-belts there is usually an audible clicking when they start to crack up so there is time to replace them before they fail. Perhaps this isn't the case with the modern cogged belts so maybe I should have taken more notice of the early warning that something was amiss. I have been driving very conservatively during recent weeks as I'm sure the water pump bearings are on their way out so the hunt is on for a reliable replacement pump and source of quality bearings to rebuild a few spares! I will also be tie-wrapping a spare fan-belt in position ready for the next occurrence - that should stop it.

Despite their TRials and TRibulations on this TRip, Julian and Magda have produced an entertaining and extensive report. I had intended to serialise it over several issues of TRunnion but Julian did such a great job of formatting it that I decided it deserved fully unexpurgated publication. Here is a sample - the full story is available on our website.

Five Go Wild in France

“I know, let’s do a driving holiday in France!”

“Better still, let’s do it in the TR!”

Wed 26th August – Home to Lewes



Unlike many other occasions we actually found ourselves ready to leave early! We had planned to start our journey to my sister’s home in Lewes for our first overnight at 6:30 pm in order to avoid rush hour. At 5:45, a quick check on the internet confirmed the M25 was indeed being its normal self so we decided to high-tail it down to South Mimms at 6:15 for an early dinner. One Harry Ramsden’s & 45 minutes later we were on our way again. This early stop proved an excellent plan as no signs of congestion were evident thereafter, except one point where a 40 limit was imposed owing to ‘congestion’, the cause of which only appeared to be the fact that there was a 40 limit. As

we progressed, at one point we heard an ominous whistling noise. Nothing appeared to be wrong but we decided to stop and do some ‘checks’ anyway. A quick glance around the car and under the bonnet produced no evidence of anything wrong so we continued on our way. All in all, St Pauls Walden to Lewes was a mere 2 hours 5 mins; so far, so good!