



The

TRunnion

2017 Issue 4 July / August

Group Leader: Pierre Miles E: pierremiles@hotmail.com T: 01438 - 880460

Meetings: 3rd Sunday of month (unless otherwise specified) from 12.00noon @ **The Cock Inn, 23, High Street, BROOM, Biggleswade SG18 9NA (T: 01767-314411)**



YOUR SUPPORT APPRECIATED Especially in August . We have an LVG "Shine & Show" night, the M3 Tour and a Route 2 Lunch. **ALL details in this Trunnion !**

PRIZES PLEASE ?!we need more prize donations for the RAFFLE @ "Shine & Show" evening. IF you can help, please **bring along to the meeting this Sunday**and give to Pierre . **THANK YOU.**

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5 : Shine & Show Night

6 & 7 : Mutterings of Muncer

8 - 10 : Autoglym Detailing Day

10 & 11 : TR & Tiara

11 : Hop on 2 Cambridge

12 : Hills & Valley Tour

13 & 14 : Spa Classic

15 : Black Mountains Tour

16 & 17 : MMM TOUR **last call enter!**

18 : Prescott Speed Hill Climb

19 : August - *the Route 2 Lunch*

20 : Somewhere in France

21 : Round Britain - book review

22 : Event Snippets

SUMMER is TR action with LVG ...

One event TBC : Sunday 1st Octobera TR drive out finishing with Posh Tea, Sandwiches & CAKEreserve this date !

TRUNNION Deadline date for next issue : FRIDAY 1st SEPTEMBER Please email your articles and photos to Editor : **chris.trunnioned@btinternet.com** Brian continues to be our PR communications chief and anything relevant that he receives may appear in Trunnion : **bjmole1-trlv@btinternet.com**

Keep those stories coming in Thank you, Chris .

Events Calendar, Committee, Meetings venue

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MEETINGS VENUE Unless otherwise specified, all group lunchtime meetings are on **third** Sunday of month (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at The Cock is very small so **it would be appreciated if those intending to eat could please call: 01767-314411 so that they have an idea of numbers.**

WEB SITES

TR Register : www.tr-register.co.uk

TR Forum : www.tr-register.co.uk/forums

LVG : www.tr-register.co.uk/group/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, we may not have your current email address. To keep in touch, update your details with Brian : **bjmole1-trlv@mybtinternet.com**

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

Events Calendar



Events with an official Lea Valley Group presence are shown in **bold type**. Please advise if you know any other events that may be of interest to members? **Please contact Paul Richardson if you have queries about these events. "We don't expect members to do all of the events, just good to give them the choice !!" - Paul.**



July 7-9 : TRR International Weekend, Malvern

July 16 : LVG Sunday Lunchtime Meeting

July 22 : Revs & Rythms (Shefford, 15:00—dusk)

July 28-30 : Silverstone Classic

August 2 : Shine & Show @ The Cock Inn

Aug 6 : Muncer's Mystery Meander ..last call ..NOW !

Aug 10 : RNLI Classic Vehicle Meeting, Pirton

Aug 20: LVG Sunlunchmeet + Route 2 Lunch:drive it?

Aug 30: Willington Dovecote Meeting (18:00-21:00)

Sept 6: LVG Wednesday Evening Meeting

Sept 8-10 Goodwood Revival

Sept 10: TSSC All-Triumph Day (IWM Duxford)

Sept 15-18 (BIG-4) CACCC Falling Down Tour, Isle of Wight + Ryde Classic Car ShowFULLY BOOKED

Sept 16-17: Kop Hill Climb

Sept 17: LVG Sunday Lunchtime Meeting

October 1stprovisional Drive out to poshTea & Cake?

Oct 15: LVG Sunday Lunchtime Meeting

Oct.22: Autumn Restoration Show, Stoneleigh

Oct 3 : LVG Committee Meeting

Nov. 4 : TR Register Annual General Meeting

Nov. 10-12 : NEC Classic Motorshow, Birmingham

Nov. 19 : LVG Sunday Lunchtime Meeting

Enjoy Summer Events with your TR ...

We look forward to seeing you again soon

It's 32degC in the garden right now so I'm indoors keeping a little cooler – it's only 30degC. This is all reminiscent of last Sunday when the about a dozen LVG TRs followed Paul's excellent route through Bedfordshire to the Santa Pod Raceway where we joined in the TSSC-organised Standard Triumph Marque Day. With an absence of shade anywhere, the word 'hot' doesn't get close enough to what we experienced – and that doesn't include being near the start line when either of the jet cars were in action. One of them, Fireforce 5, reached 271 mph in 5.9 seconds! Now that really is going some. The other jet car was a VW flat-bed truck fitted with a Strike Master RR Viper aircraft engine – using 22 gallons of Avtur to cover the quarter mile. The other 'run what you brung' cars were less dramatic of course – including for instance, a Morris Minor that managed to take well over 40 seconds to do the quarter mile, although I suspect that not all of its 800cc were fully contributing.

Going backwards chronologically, we come to the most excellent article in TR Action from Dan Theze, describing the progress made in rebuilding his TR3. Really informative and extremely well illustrated. Skipping rapidly over the General Election show, we get back to our June 'first Wednesday evening' meeting, this time at The Spanish Evening at The Five Bells in Cople, where about 22 of us had the opportunity to sample their tapas offerings. This seemed to go down well and it looks as though this could become an annual event.

Going back a bit further, the 'ever young' Paul Richardson celebrated his 70th birthday and the LVG were delighted to be asked to come along to join in the family lunch at The Bell and Bear at Emberton. Lovely pub, lovely lunch and lovely family – what more to say.

On my part, I spent 27 May down in Deal in Kent, the town where Pat and I were brought up, to join in the deal Classic Motor Show – along with more than 800 other vehicles, ranging from Vespa scooters, through UK and US cars, buses and tractors. After a spectacular 30 minute thunderstorm that had many of us racing to put up the hoods, the rest of the day was a 'scorcher'. A paddle in the sea just had to be done – but then you already know this as you will have seen the photo on the LVG Facebook page, don't you? If you haven't seen the page, go have a look and join in – it's not difficult. Lots of interesting photos to view.

Mentioning photos – where are yours???? I can report that the number of photos submitted for use in our 2018 calendar is precisely zero. Just how many pictures of my car do you want to be looking at next year? You do know that it doesn't have to be red to be considered, don't you? (Although being orange would help)

The previous week saw 4 LVG cars go to the Spa Classic weekend. You can read all about it elsewhere in this TRunnion – so I'll say no more here except that it was great and needs to be done again! The day before leaving for Spa saw a small group go to the Autoglym HQ in Letchworth to find out how to clean a car – properly. Read all about it elsewhere in this TRunnion, as well.

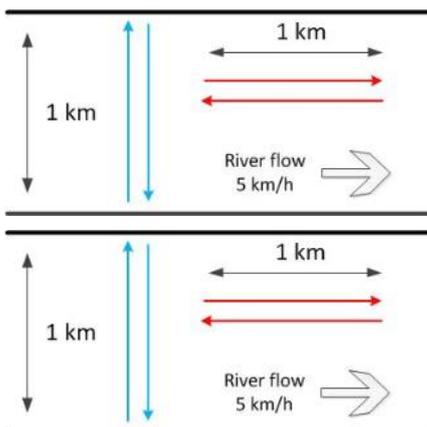


This takes us right back to the 2017 Cars on Ramps. You'll have seen the photos in the last TRunnion so not a lot to say except for two things: all the cars that arrived were able to drive away, and you will all be relieved to know that the (main!) source of the oil loss in my TR is from the rear seal on the gear box – much easier to fix than some of the other possibilities. As an aside – I also checked the tightness of all the sump attachment bolts and found they were all less than the torque specified in the Brown Bible.

What to say about fixing TRs? Well, Brian has had a real go at fixing his wayward steering and all now seems to be OK, even if it did need going back to basics to do some old-fashioned engineering. The Aldridge TR5 now has a working speedo – courtesy of that very nice man in Yorkshire – and just about everything else now. Not sure about the Sanford rev counter though, or the soft top fitting. Finally, Graham Wade's TR2 can now be driven safely on the road as he's fixed the brakes. While on the subject of technical matters, check out the TRR's Technical Chat forum on the website (<http://www.tr-register.co.uk/forums/index.php?forum/22-tr-technical-chat>) where you can read a report about the separation of a steering wheel rim from its spokes, caused by failure of rivets joining the rim to the spokes. Regardless of the age of your steering wheel, it might be worth taking a few minutes to check it out to make sure all is secure. While the failed wheel was a relatively new after-market item supplied by Mountney, original wheels have been around for decades and may not be in the best of condition.

Imminent events in July and August include: The Tibbles Tour, IWE a 'no car required' day visiting Cambridge, Silverstone Classic, **the BIG-4 unmissable M3 tour**, the RNLI event at Pirton and loads more. All the dates can be found in the TRunnion calendar. Have you booked yet for the M3 on 6 August? If not, get in touch with Paul – NOW.

Mentioning the TRunnion, why not have a go at writing something to go into future issues? This is a way of re-living and sharing whatever it is you get up to, with or without a TR. It need not take long and doesn't have to be a masterpiece – whatever you produce, lots of other people will be interested.



Finally, here is a little frivolity for you to while away a spare minute or two:

Bill and Rod bought identical boats each with a top speed of 20 km/h and decided to race in a large river, flowing at 5 km/h. Bill's blue boat has to travel directly across the river and back to the start point, on a track perpendicular to the banks. Rod's red boat starts in the middle of the river and has to travel 1 km downstream and then back to the start point.

Will it be a draw, or will one boat win and if so, by how much? If the river flow was faster, how would that affect the result?

see you on the M3 TOUR ?

Pierre



Paul Richardson celebrated a Birthday recently and his wife Wendy asked some of his TR mates to surprise him by arriving for the lunch party. We did ...and he was surprised ! Happy 07 or is it 59 ...just a number. Happy TR day Paul . It was all really for grandson Eddie who loves all the TRs





Bring your Classic Car to our

Shine and Show Night



Wednesday 2nd August 2017

6.00pm - 10.00pm

@

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The Mutterings of Muncer



Our new Editor, the esteemed Mr. Glasbey, apparently expects some sort of regular contribution from me for TRunnion (he must be getting desperate for copy), so anyway here goes. Don't expect any erudite discourse on technical aspects of TR's though – I only drive the thing.

(Incidentally can you tell Talk from Mutter? – you must be of an age if you can remember the original advert that came from).

Right, let us go back a couple of months to Drive It Day. Being unable to join the Group run to Norfolk on the day, at least I thought I would show the flag and give the 4A a blast around the lanes. So, car out of garage, around to local BP station to fill up with 97 octane – hmm, car running a bit rough, but probably just needs warming up. Fill up, drive out of BP station, car now really rough, spitting and back-firing – one mile down the road, car dies completely (expletives deleted at this point). Car will fire up but not run – after much muttering and swearing, admit defeat, phone RAC Recovery. Nice young man turns up in his RAC van after only 30 minutes or so – obviously he doesn't get called upon to deal with classic cars very often ("does this vehicle have power steering sir?"). He agrees with my "expert" analysis that carburation is the problem area – car put on tow and taken back home, luckily only a mile away. Yours truly retires indoors still muttering and swearing.

Now the dilemma – car is due on the CACCC Springing Up Tour in 4 days' time – can I possibly turn up in the Skoda GT instead? – oh the ignominy (perhaps take the Mazda Bongo campervan? – perhaps not).

Now a saviour appears – ace mechanic Cranwell luckily is in the U.K. for a few days and agrees to "pop in and have a look" on his way to the ferry (this will be the evening before we leave for the SU Tour). Cranners duly appears, immediately discounts carbs. as the problem, cleans up contact points, replaces the condenser – car fires up and runs happily. A local test run next morning confirms all is well – we depart and head for Cirencester in the TR. Car runs well all weekend, apart from some slight hesitation on restarting after a stop due to the on-going fuel vapourisation problem. (From the above, you can tell that my chances of ever winning the Bright Spark Trophy for getting my hands dirty are less than zero).

Fortunately I was not required to get my hands dirty either with our hired campervan in Oz a few weeks later – mind you, the van had 288,000 kilometres on the clock already when we started, and we added another 5,000 in 3 weeks in Queensland. Now some of you may be aware that Oz is home to all sorts of nasties – stinging jellyfish, spiders, snakes, crocodiles, etc. Our close encounters with nature were, firstly, a 6-foot long python (called a carpet snake for some reason) in a Brisbane back garden, and secondly, a Golden Orb spider sitting in its' web outside the Mossman Gorge Visitor Centre – apparently this was a female, who is not only larger than the male, but then eats her consort after any hanky-panky – nice. Plenty of crocodiles to see in the Daintree River – the Daintree rain forest has some interesting fruit as well, including

one that burns your skin if you pick it up, and another that destroys your brain if eaten (so clearly the President of the USA has visited Daintree).

Anyway a good month in Oz - regretfully I can report seeing only one TR, a 4 or 4A following a Mercedes 190SL roadster in Brisbane, although there were plenty of other classics around, including many 1950's American giants, the inevitable MGB, a couple of 1930's MG and Riley saloons, and a Triumph 2.5PI saloon. However, the most impressive vehicles were the road trains - big American-style trucks towing 2 or 3 trailers - they don't hang about either - see one of those in your mirror and it's best to move over. Talking of trains on rail not road, we saw some massive coal trains over a kilometre long, 3 locos, 100+ coal wagons - the other railways in Queensland are narrow gauge lines for transporting sugar cane - there must be hundreds of miles of track.

Now back in the U.K., so thoughts turn to the CACCC Tibbles Tour (due in a few days' time as I write), where I'm glad to see there will be a significant LVG presence. After that it will be time for me to recce the route for the M3 Tour on August 6th - so in spite of Pierre's prediction in the last TRunion, hopefully the tour won't be a mystery to me as well. At this point I have to admit to an indiscretion - later in August we are doing another one-day tour in Norfolk, organised by an MG club! Then in September, both LVG and CACCC will be off to the Isle of Wight, staying in different hotels - how will the LVG contingent cope with all the in-house entertainment? (the CACCC mob will be in the local pub).

Then it will be another classic season almost over (blimey, that was quick), so plans for 2018 tours will have to be progressed. I'm tempted by the planned LVG tour to France in the spring, although CACCC are talking about doing the Laon classic weekend at about the same time - decisions, decisions.

Finally, sorry to see that we have lost a number of motor sport heroes in the last few weeks, Sir John Whitmore and Timo Makinen especially. The picture in Trunion of Makinen's Escort (the Allied Polymer-sponsored Mk.2) on the 1975 RAC Rally reminded me that we were actually in that rally - Makinen finished first, we didn't finish at all!

Pete Muncer



Autoglym Detailing Day

Who would have appreciated that there was so much involved in washing your car? I for one didn't. Six of the LVG were lucky enough to attend a "Detailing Day" at Autoglym's headquarters in Letchworth GC on the 16th of May, our instructor was Martin Wheeler who took us through the proper use of many of the Autoglym products that are designed to keep our car's bodywork in tip top condition.

After a welcome cup of coffee our first task was to don safety glasses, it was decided to use Brian's car as the "guinea pig" and whatever we did must have worked, as a couple of weeks later it won a best in show award.

Our first lesson was to clean the wheels, evidently these should be cleaned before tackling the body work. A spray of **Custom Wheel Cleaner** over the tyre and wheel, working from the bottom up, wait a minute then give it a scrub all over with a wheel brush, rinse off and repeat. It is important to note you should make sure the wheel and tyre are cold. This applies to all the cleaning we did. Never clean when the car is hot and the sun blazing down on it. If you have Minilites a good tip is to roll the car forward before the second application as this give you a better chance to clean the leading edge of the wheel spoke.

We then moved on to engine cleaning, the product used here was **Engine and Machine Cleaner**. Again, make sure the engine is cold before applying. A quick spray over the engine then agitate with a brush, a radiator brush is useful for this. Rinse off with water making sure you keep the water away from the electrics or you will have to get the WD40 out!

Now it was onto the bodywork, firstly insect remains were removed using **Active Insect Remover**. This is sprayed over the affected area, wait a minute then wipe off with a soft cloth and rinse. Stubborn squashed flies may need a second application.

Next, we used **Motor Cycle Cleaner** as a traffic film remover. Doing vertical panels first and working from the bottom upwards, then horizontal panels. Rinse off, again from the bottom upwards. Now comes the shampoo, **Bodywork Shampoo was recommended**, or for the ultimate you could use Ultra High Definition Shampoo. Only add the recommended amount to the water as using any more is a waste of money and takes more to rinse off. Fully load the sponge and work from the top down this time, using a backwards and



forwards motion, not circular. Do not allow the shampoo to dry on before rinsing off.

No need to dry the car before using **Rapid Aqua Wax**, this replaces the wax removed by the Motor Cycle Cleaner. Spray a few squirts of the wax on and wipe off using a damp micro fibre cloth. Then buff up to a full shine with a dry microfibre cloth. This waxing should last for 5-10 washes as long as you do not use a traffic film remover.

The interior was the next demonstration, first thing to do is give the carpets and seats a thorough vacuuming. Leather seats can be cleaned using **Leather Cleaner** which should be tried on a small area first to test for colour fastness. Once cleaned the leather should have an application of **Leather Balm** to feed the leather and keep it supple.

Intensive Tar Remover was the next product demonstrated. This is used after washing to remove tar spots. Sprayed onto a soft cloth it was gently rubbed over tar spots to remove them.

There then followed a demonstration of a product we were all keen to know more about, **Clay Bar**, which is for removing surface contaminants from your paintwork. If you rub your hand gently over the paint work and it feels a bit like sandpaper you need to use the **Clay Bar**. The car must be thoroughly clean before using it and should be inside a garage to stop dust getting on the car. Break off a piece of clay and kneed it in your hand until it softens and forms a pancake that covers three fingers. Spray the panel with **Rapid Detailer** and also spray little onto the clay. The **Rapid Detailer** acts as a lubricant and the Clay must be kept lubricated at all times to prevent scratches. Gently rub the clay in a backwards and forwards motion over the panel until you can feel a smooth paint finish. Wipe off the lubricant and move on to the next area. Periodically check the Clay to see if the surface is getting contaminated, if it is fold it over and kneed into a pancake again.

The icing on the cake would be to apply **High Definition Wax**, this will last for up to 50 washes. This is applied very sparingly to a freshly washed car using a slightly damp cloth. A little will go a very long way. After applying leave it for 5 to 10 minutes than buff using a good quality micro fibre cloth. Martin said that some people apply this all over the paint and chrome before laying the car up over winter and buffing it off in the Spring



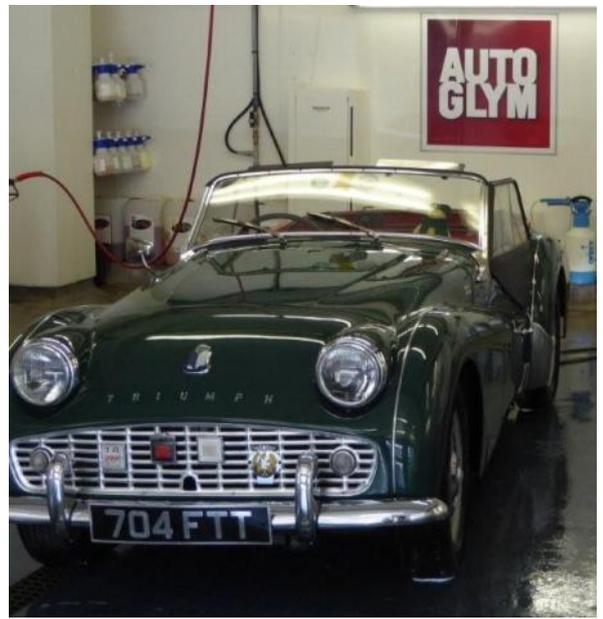
Glass was the next item on the agenda, here we used **Fast Glass**. This is applied to both sides of the glass and left to dry, then buffed off. The cloths you use for glass should be kept separate from your other cleaning cloths and even washed separately. This ensures you do not get wax or silicones on the glass.

To give Brian's car that showroom look we applied Instant **Tyre Dressing**, this was just sprayed on and left to dry. For a longer lasting look you could use **High Performance Tyre Gel**.

This concluded the day's most enjoyable and instructive tutorial. It was now time to nip off to Halfords and lay in a store of Autoglym polish and cleaners.

Our thanks should go to Nick Theze for organising it, also to Martin Wheeler and Autoglym for their time and facilities.

Phil Sanford.



TR and TIARA TOUR 8-30 April 2017

Organised by the North London Group, this is a well-polished and most enjoyable event. You don't need to know anyone beforehand, you will make good friends each step of the way through the weekend!

This year, the venue was the New Forest with everyone staying at the South Lawns Country Club in Milford on Sea. This is a medium sized privately owned hotel which is extremely good at accommodating car clubs. The food was superb and accommodation faultless.

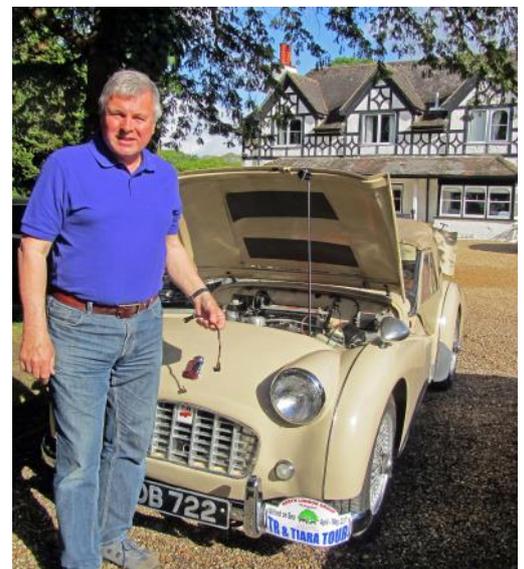
Organised by Howard Prior and Bob Grou, we were asked to make a car themed hat or Easter Bonnet to wear at the Saturday night dinner and this was all the preparation needed beforehand – apart from fettling one's TR. Cars and their occupants travelled from all directions either meeting up in Lyndhurst for a pub lunch or later in the day at the hotel. Friday night featured a welcome dinner with details of the weekend, table quizzes and generally getting to know people and renewing acquaintances

Saturday - a B road tour around Bournemouth to Norden where we alighted a steam train to Swanage. The sun shone so enabling all of us to enjoy this quintessential seaside town with its many ice cream shops.

We decided to split the return train journey and inspect the Railway Museum at Corfe Castle – very well put together and worthwhile. Returning to Milford by whichever (Satnav) route you wanted, the evening's Gala Dinner and entertainment was a real highlight. Every game and competition really made us laugh out loud!

Sunday was a drive to Buckler Hard and then onto the Motor Museum and House at Beaulieu as well as driving the quieter New Forest Roads. This is the point that Barbara and I found ourselves on our own. Our TR3 (only sliding window TR on the Tour)

TR and Tiara



started OK, but refused to rev above 1000 rpm. The engine would cough, splutter and back fire, yet returning to a smooth tick over when no throttle action was applied.

Head scratching – I ran the electrical meter over various items. Readings pointed to an intermittent voltage at the Lumenition magic eye. Having had this happen 3 years ago just before a planned trip to Bordeaux, the solution was to remove the Lumenition system and refit conventional points, condenser and a standard coil. I carried some of these spares, but needed an original type coil and the LT lead from the coil to the Distributer – items readily lent by other TR owners as they returned from their day out. Although we missed the day, being buoyed up by so much help to get going again was what TR drivers and partners do so brilliantly.

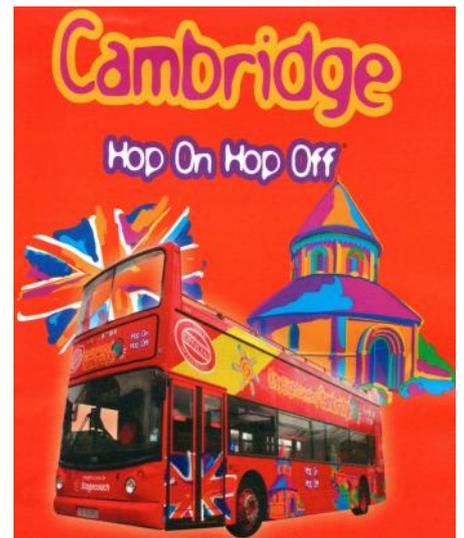
As in 2014 I had reason to question Lumenition's products, I again sent the equipment to them for bench testing – they found their coil was the cause of the varying voltage, its internal insulation was breaking down under pressure. They have since replaced the coil and the system is refitted, however it has also raised in my mind the question of what reliability do we actually get with optical, magnetic or physical CB points. This discussion continues and I would love to hear others' views.

Tony Bannard-Smith

TR and Tiara



Some of the LVG members enjoying the Cambridge Trip Coffee stop, walk around the "backs", lunch, bus tourand not a TR in sight !



Hills & Valley Tour

Sunday 21 May 2017



Off we go again. Full waterproofs for a fairly wet drive to Church Stretton and our magnificent 17th century B&B situated on the lower slopes of Long Mynd. A 40 minute drive on the Sunday morning took us to the start venue at Kerry Vale Vineyard ...and off we go, car number 2 on this tour. We go through the Ceri Forest and over the moorlands of Powys via the usual narrow roads and green lanes with the accompanying sheep, lambs, horses, bikes and tractors. Coffee is at Abbey-Cwym-Hir.....the most amazing Hall & Garden. Think Victorian Gothic with memorabilia on every surface. The gardens are particularly incredible: beach houses, gypsy caravans, railway carriages, etc. If they ever remake "The Prisoner" this garden could be the place to film it.

Part 2 continued north to arrive at Llyn Clywedog and those of you who partook in the "Triumphant Welsh Classic" will remember the stunning drive alongside the reservoir (although the other way) to then pass through Hafren Forest for the lunch stop at the Star Inn at Dylifeset beside a worked out Lead Mine. This is the highest country pub in Mid-Wales.

We then headed west and then east down valleys and through bluebell woods. Part of the road is closed due to major waterworkings during the week but was passable with GREAT CAREhalf a mile of a car width over metal plates with three foot ditches on either side, quite hairy ! Many of the roads had tight hairpins, requiring reversing manoeuvres to get round themto arrive at Broneirion Country House for tea. This was another magnificent hall (built in 1864) & particularly interesting to me as it is the headquarters of Girl Guiding in Wales.

By now the sun was out and it was lovely and warm for the run back to Kerry Vale Vineyard, through more hills and valleys for a superb hog roast and wine from the vineyard. This was a fantastically organised tour with wonderful scenery and stops.

Another night at our B&B and then a hot and sunny trouble free journey back home.

Pat Glasbey .

Another in the series of HRRCR Scenic Tours. There were so many rally prepared cars around us that it felt we were a part of a competitive event ...which of course we were not. Cars were set off in age order and our TR3A was 2nd, behind an Austin Healey 100/6 and in front of an Austin Healey Mk1 3000. 64 cars filled the varied entry list. We were to discover more of the best roads in mid-Wales. In the first section I enjoyed following the Healey 100 thinking the other Healey would not be far behind, however, he turned off early for a fuel stop and I then heard the wine of a "dog box" and the snort of weber carbs and sure enough the Mk1 Lotus Cortina had caught us up (I spoke to the driver at coffee stop...he has owned it for 30 years and competed in it on stage rallies). We were amongst other cars in the next section including Morgan, Mini Cooper & Sunbeam Alpine....and when a certain modern classic came into the rear view mirror I wondered if I may be holding him upbut the roads were quite narrow and he was quite happy to eat our dust as we enjoyed the dust of yet another big Healey in front. Chatting over lunch the following crew were in a rare Lancia Delta Inegrale HF Turbo ...4 wheel drive and based on the successful rally car of the 1989 period. They gave up serious rallying a few years ago due to rule changes but had enjoyed competing in a Metro 6R4.

Later in the afternoon we had a bright yellow Hillman Avenger Tiger following usanother rare car. The only other Triumphs in the list were a couple of TR7s and a 2500S. Pierre's favourite may have been the Alfa Romeo GTV 2000.

Chris G.

SPA CLASSIC 6 go on a TRip

It all started over a LVG lunchtime chat, a plan was hatched to go to The Spa Classic in May. We had a few hooked, six of us were going in four TRs. Hotels and Channel Tunnel were booked, shirts and fleeces with LVG and Spa logos were ordered, routes planned, what could possibly go wrong? Luckily not a lot as it turned out. The Red Brigade (all red TRs) were ready to hit the road.

A leisurely drive down in the pouring rain to Dover for an overnight stop, where the skies were blue and plenty of sunshine for all, a good omen we thought! While we were queuing to drive onto the Euro Tunnel it was noticed that a clear liquid was dripping from under Mike's car with a strong smell of petrol as well. Without alerting anyone to the situation we drove onto the train and came up with a plan to have a pit stop once we got off the train in France. Our orange TR6 (sorry Pierre) led the way and a few miles later we all pulled into a supermarket car park. What followed was akin to a Mercedes F1 pit stop, Mike sprang into action had the boot emptied and panels removed all in what seemed like a Nano second, very impressive to say the least. What followed was bizarre, no fuel leak, no clear liquid. There then followed a quick reversal of the process and in another Nano second we were ready for the off again.

We journeyed on to the Dud Corner Cemetery in Loos-en-Gohelle where one of David's relatives has his name inscribed. You could see it meant a lot to David and it was good to spend an hour reading the names and reflecting on the sacrifice the soldiers had made, a very moving experience. We were then off to Ypres for an overnight stop and to attend The Last Post ceremony at the Menin Gate Memorial. Another very moving experience which was attended by a very large crowd which packed the available space. This ceremony is repeated every night with the Last Post being played by members of the local fire brigade. The memorial itself is covered with the names of the fallen who defended the town of Ypres during WW1. It is truly a humbling experience.

Next day it was "adventure" packed day which started with a drive round some of the many WW1 sites and a visit to the Hoge Crater Museum. Leaving there with Phil and me in the lead things started to go awry fairly quickly. We managed to go around in circles for a bit before finding the right road and then a convoy of 4 cars became a 1+1+2 convoy although we did somehow manage to meet up further along the route and all made it to Hocky which is a small village just outside of the Spa circuit. Finding what we thought was the right hotel Phil dashed in, bags in hand, for an urgent "comfort" break, when he tried to book in he discovered it was the wrong hotel, ours was around the corner and down the road.



The right hotel was located and the cars tucked up for the night and we checked in. First impression was we were in “Bates Motel”, the place was full of stuffed animals large and small. I had to sleep with one eye open just in case I awoke to find Phil had been taxidermied in the night!

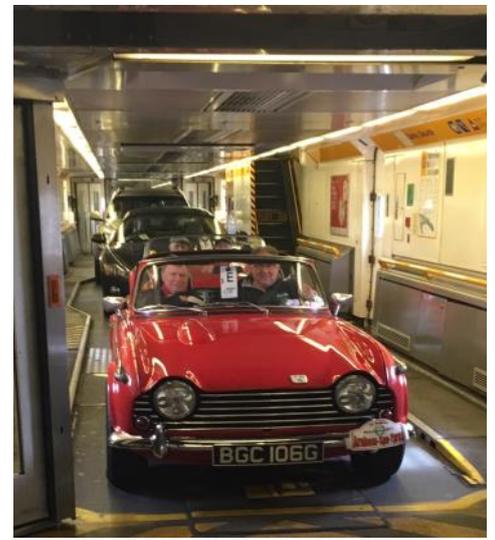
Our visit to the circuit next day went smoothly at first, despite having difficulty in finding our allocated parking area. The tension was mounting as we were going to do laps of the circuit in our cars, with no insurance. Pierre confirmed with the organisers that they would collect us and show us the way to the starting point. With thirty minutes to go we were ready and waiting as instructed. The heart rate was increasing and small beads of sweat forming, so we waited and we waited and then we could see the cars in our session leaving the paddock and zooming round the track. They had forgotten to collect us, all the build-up and tension wasted. Pierre’s grasp of the language was put to good effect in the organisers office where they admitted their oversight and arranged for us to have another session on the Sunday.

Sunday’s allotted time arrived, same tension build up but this time they collected us and led us to the start position in the paddock. Here we sat for a further thirty minutes in the blazing sunshine with our crash helmets on, you could have fried an egg on top of the top of it! Then at last we are off going as fast as we dare and trying to learn the corners. One lap completed and then the red flags come out. The session has been stopped because someone has gone into the barriers, too fast with too little experience. We are all OK so that is a plus.

Once we have come down from our high, it is on the road again to our last port of call, Mons. We managed to keep together with Paul and navigator David leading the way. A great drive through the countryside around Spa made up a little for the disappointment of a curtailed session. A wander around Mons and a meal in the evening rounded of the day then all too soon it was a journey back to the Tunnel and the end of 6 go on a TRip.

Thanks should go to Pierre for planning the route, Phil for organising the shirts, Mike for keeping us in order and Paul and David for leading the way.

Those taking part were Nick Theze, Pierre Miles, Paul Richardson, David Randall, Mike Aldridge and Phil Sanford





Our fourth trip to Wales in 3 months sees us leaving on a fine day for our run to our B&B which is situated 50 metres from scrutineering in the "Peoples Republic of Talgarth". I walk to the breakfast start venue of Gwernyfed RFC for my bacon bap and coffee. Unfortunately, the tour takes place on the one wet day of the week. Luckily, it is never more than a fine drizzle so doesn't dampen us or our spirits too much.

Our first point of interest is Hay on Wye, the book town, before we cross the oak toll bridge at Whitney. This is one of 3 ancient single track bridges we take over the River Wye through the course of the day. After a few miles of driving through "the dark side" i.e. England, we return into Wales for our coffee stop at Llangoed Hall. This is Laura Ashley's old home and now a very up market hotel. I watch the Great British Menu and the chef from this hotel was one of the Welsh contenders. One couple had stayed the night (they were celebrating a year of lots of 0's ?!) and had thoroughly enjoyed there stay except the food was a bit too fancy for them. Foiegras with eel anybody ?

We leave for more challenging roads and over the hills on single track roads and start meeting the usual bikes, sheep and tractors (one very near miss) but no horses. On to Senybridge where the Epynt Ranges are, famous for many car rallies. The narrowest road is known as the "Mousehole" with no passing places, luckily it had Marshalls with CB radios at each end. We then headed to Brecon for the lunch stop. Brecon is not that exciting but the canal is very pretty and we had a short but wet walk along it.

From Brecon we head south back into the mountains and do a large part of a route which is familiar to us, through Groesffordd, Talybont-on-Usk and Llangynidr, travelling via the canal before heading over Mynydd Llanynidr with its spectacular views. (We used these roads as part of the second tour of Wales we organised.) We then followed a route back to Crickhowell to take in the iron & coal mining

area around Blaenavon. After Crickhowell we deviated off the main road for 11 very narrow, hairy miles but with spectacular views, past Talgarth International Airport (the gliding club) to enter a private road through the derelict Mid-Wales Hospital (a huge Victorian asylum and farm for the patients to work on) It is a really eerie place to drive through. It is now owned by a development company but not sure what they are planning to do with it.

We finish in the centre of Talgarth to be presented with our Welsh Slate coasters by the Mayor of Talgarth (this place is not much larger than Broom!) ...and then back to the Rugby Club for baked potatoes and profiteroles, not necessarily together. Of course our drive home on the Monday was dry and sunny. Another fantastic, tiring and challenging 140 mile event.

Pat Glasbey



We started as car 4 with a total number of 65 classic cars on this event. Cars started in age order & included TR2,3A, 4,4A,7,7V8+Dolly Sprint. Cars you may have forgotten incl Humber Sceptre & Ford Corsair Conv + Morgans,Porsche, RS Escorts. One rare car, a Datsun Cherry 100 is probably better than when it was new! It was completely rebuilt by Aston Martin trainee mechanics and resprayed in an Aston Martin olive green.

Entrants are asked to move over when safe to do so if cars behind wish to drive at a more spirited pace. The first leg of the tour to our coffee stop was excellent and it just happened that the first 3 cars to arrive were a TR4, TR2 and a TR3A. With some rain showers during the day, these 3 TRs remained topless for the whole event. *Chris G.*

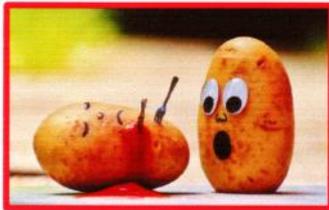
This LVG Tour has been specially organised 4 YOU

The LVG 'Not-M3' M3 Tour Sunday 6 August 2017

The M3 Tour is being organised by the TRR Lea Valley Group and it is guaranteed that unless you make a very serious error, this is one sign that you will not see. The route has been devised by the world-renowned route meister, Pete Muncer and can therefore be guaranteed to be both interesting and scenic.



With the first departures at around 10:30am, it will start at the Baldock service area, where you will be given the route book containing in Tulip diagram form, all the information you will need to fully enjoy all of the features of the event:



A refreshment stop at a hostelry of high repute

An afternoon tea and comfort stop at a local history museum



Ending later in the afternoon at the 'pub with no bar' – The Cock at Broom

You are invited to join in the event, by sending a completed entry form that can be found in this TRunnon plus a cheque for £15 payable to 'TRR Lea Valley Group', to Paul Richardson – address details on the form.

Enjoy driving your TR in good LVG company

..just complete entry form ->

The **MMM tour** This is the tour organised specially for LVG members .

Pat and I are looking forward to entering this LVG tour in the TR3A ...hope to see some of you there.

LAST CALL ...places are limited so contact Paul to say you want to enter and then post your form and cheque to him TODAY!

Entries need to be sent to Paul (address below)

Total mileage: 120 approx. ...it's what TRs are 4 !

TR REGISTER - LEA VALLEY GROUP - ENTRY FORM

Event:	Muncer's Mystery Meander (M3)	
Date:	Aug 6 th 2017	
	Driver	Navigator
Surname		
First Name		
Address (Inc Postcode)		
Email address please include if possible (legible)		
Telephone: Daytime		
Mobile (on event)		
Car:	Make	
	Model	
	Year	
	Registration	

Indemnity:

I agree to be bound by the Regulations that are issued for this event. In consideration of the acceptance of this entry or my being permitted to take part in the event, I agree to save harmless and keep indemnified such person, persons or body as may be authorised by the organisers or The TR Register to promote or organise this event and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself howsoever caused arising out of or in conjunction with this entry or my taking part in this event, and notwithstanding that the same may be contributed to or occasioned by the negligence of the said bodies, their officials, servants or representatives or agents. Furthermore, in respect of any parts of this event on the ground where third party insurance is not required by law this agreement shall in addition to the parties named above extend to all and any other participant/s and their servants and agents and to all actions, claims, costs, expenses and demands in respect of loss or damage to the person or property of myself, my driver(s), passenger(s), or associated personnel. I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by law.

Driver Signature _____ Date _____

Navigator Signature _____ Date _____

Passenger(s) Signature _____ Date _____

Entry Fee enclosed £ _____
£15 per car

Cheques made payable to 'TR Register Lea Valley Group' and send with application form to:-

Paul Richardson
222a, WOLVERTON ROAD,
BLAKELANDS,
MILTON KEYNES,
MK14 5AB



Rod Warners TR7V8a scruffy looking TR but he performed well at this recent Hillclimb meeting at **PRESCOTT**. A good variety of classic cars + the famous ERAs. There was also a Ferrari Championship class and another for Italian Marques. A class for Pre War Austin 7s included the Pigsty Special. A parade of cars during the lunch break included 2 Bugatti Veyrons + a Chiron. Louis Chiron was a works driver for the Bugatti team in the 1920s and 1930s .

Prescott Speed Hill Climb ...Home of the Bugatti Owners' Club



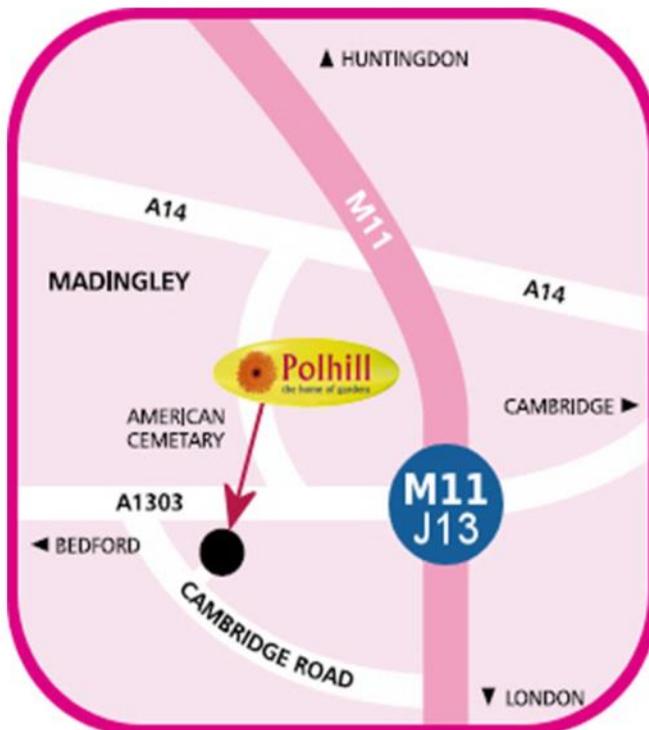
We have a suggested longer Route 2 Lunch on SUNDAY 20 AUGUST, especially if you like TULIPS but lone drivers can "tag"

..... Same start as last year - but - NEW ROUTE



Drive down into Car Park, turn Right & back to top of hill and park by the green TR3A

Cafe opens @ 10.00am ...Polhill Garden Centre, Coton, Cambridge CB23 7PJ



Cars will depart intervals from 10.45am onwards. Route 30 miles approx. One hour driving time on optional route. ALL cars will have departed by 11.00am Just turn up in your TR but if you can, advise Chris in advance, Email :- chris.trunioned@btinternet.com

The friendly drive to lunch



French Connectionnews from Julian Hensman (former Group Leader)

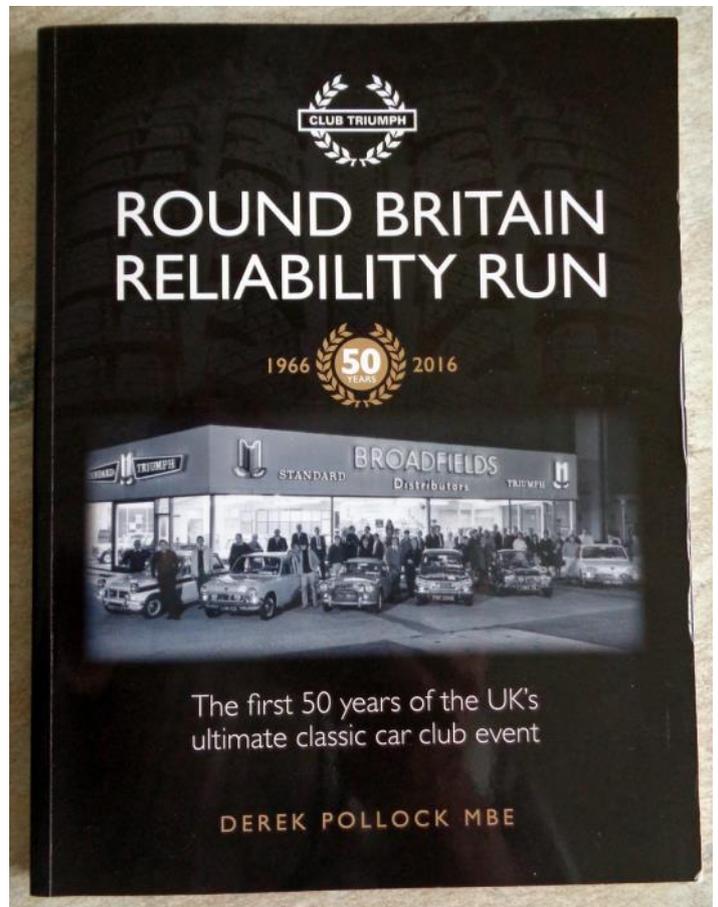
Life in France is fantastic. No regrets whatsoever. I type this whilst it is 33 in the shade outside, pool temperature 28 (unheated), garden under control, looking forward to some serious time off in the Summer ! More on France itself in a later update.

The TR arrived safely in April but is not very well at the moment. Some may remember I was having power problems last Summer and right now I can't even get the car started— my best guess at the moment is coil; there seems to be no spark, but at least it is something "ignition". Unfortunately, I have not had time to investigate and haven't even unpacked all the tools yet. Furthermore, as the MOT was due in May, I have been forced to declare the car SORN which means it is off the road until I import it to France, which by the way may throw up all sorts of problems. It is easy to import a car here, all you need is a copy of the cars specifications from the manufacturer ...ah. Not sure how I will get that then as the manufacturer no longer exists. Even if I do get it, I will then need to prove that the car is as specified by the manufacturers specifications ...dow! So many of the improvements done (e.g. suspension, brakes, etc) may have to be undone in order to prove it is road worthy before being done again after import !! I may even have to get the correct tyres (Michelin XSP? I know they're expensive whatever they are). If this proves too difficult, I may have to send the car back to the UK, sell it, and get a LHD one here....and they are MUCH more expensive here! So, all is in limbo at the moment. I enclose a picture of "Trixie" showing a bit of cheek but otherwise feeling a bit sorry for herself. More news will follow as time permits and developments occur! I'll finish by saying we miss you all and the club. We hope you are all well and managing to enjoy your respective vehicles better then we are!

All the best, Jules.

BOOK ... 50 years of The ROUND BRITAIN RELIABILITY RUN

You may recall the report on my twenty first entry in this event in TRunnion 2016/6 and brief follow up items in 2017/1 and 2017/2. I thought members might like to know that Club Triumph President Derek Pollock MBE, the initial inspiration behind the RBRR and owner from new of an original and unrestored 1963 TR4 has written a book on the history of this iconic event in the classic car calendar. It runs to 138 pages and is illustrated in full colour. James Elliott, Editor of Classic & Sports Car, reviewed the book very favourably in an article in the March edition. James entered the event in 2000 and 2002 in his Mk1 2.5PI saloon and opined that whilst the event may not be especially exclusive or glamorous he would not have swapped his experiences on it for anything else he had done in his 20+ years on C&SC. A former Club Triumph member, Steve Waddingham, has worked in marketing at Aston Martin for many years and has been fortunate enough to drive some very exotic cars in equally exotic locations. Notwithstanding this, he still rates his experiences on the RBRR in the Spitfire 1500 he used to own as the most fun he has had at the wheel.

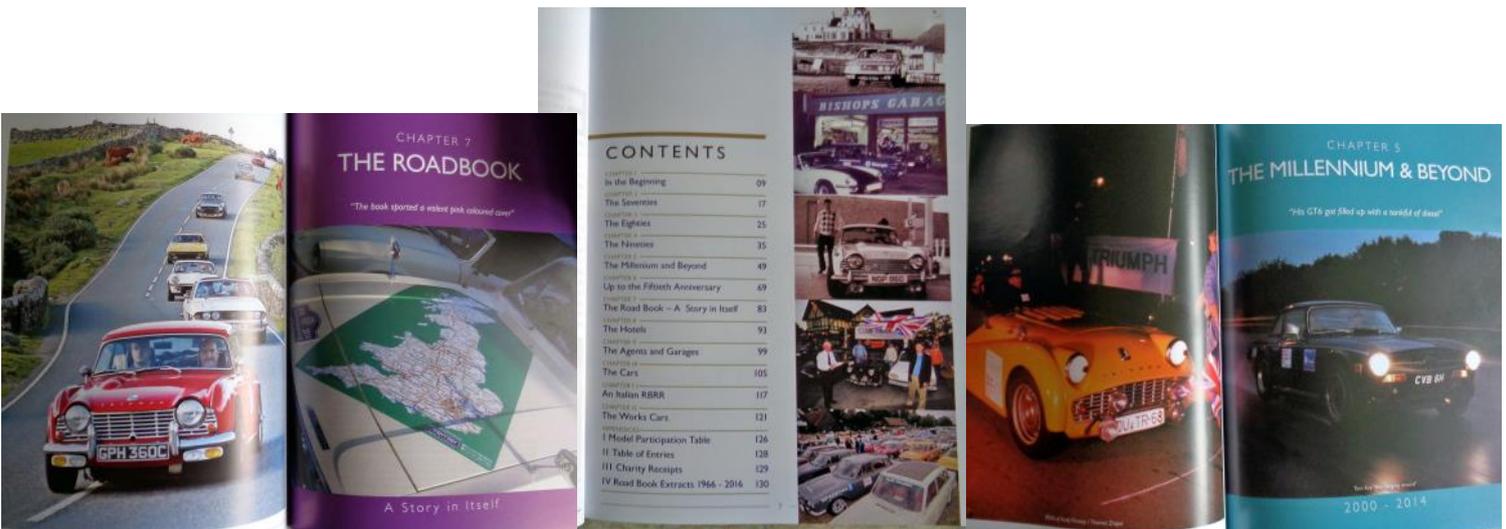


The club went for a print run of 1,000 copies and sales so far are close to covering our printing and publishing costs. After that, further proceeds will be donated to charity. If anyone would like a copy of this gem it is available by mail order from the Club Triumph shop at £13.50. Better still, why not save p&p and pick up a copy from me for just a tenner at an LVG meet by arrangement.

Tim Hunt 01462 712399 or 07717 472115



Ed: Tim sent this to me on the eve of finalising this Trunnion ...so no time for HD pics. I remember meeting Derek at Club Triumph meeting, Canley, along with Bob Train and others. He is the authority on this special event ...and I suggest you contact Tim and grab a copy !



Event Snippets

The CACCC Tibbles Tour was held on 25 June and what a great day that turned out to be. It started at Flitton with a really good breakfast, paused first at Twinwood (Glenn Miller's air-base and museum) for a mug of 'builder's tea', and again at Grafham Water for refreshments, before heading to Boxworth Manor for tea and cake in preparation for the final leg to the Carpenter's Arms for a fish and chip supper. You may note a theme in this outline In between were some really nice roads, all clearly described by the prize-winning legend that is Pete Muncer.



LVG at Luton Hoo

Ten days later saw a bunch of LVG'ers having a picnic at the Luton Hoo Classics in the Walled Garden. A really warm day that meant our shady parking area was much appreciated. Also appreciated was our International Liaison member being able to tear himself away from France (and Magda of course) to drop in on our picnic. Thank you Julian, it was really good to see you again and catch up on the news.



Paul's TR3A at IWE

Final mention goes to the IWE at Malvern. Not only was the event blessed with perfect weather but it was also blessed by the presence of so many LVG'ers. I counted 9 of us that I know about, so thank you to Paul R, Brian C, David R, Phil S, Nick T, John A, Jon M, Mike A for not making me feel lonely on my first ever visit to an IWE. Just in case you didn't notice, 'that' red TR3A found itself parked in the perfect place to celebrate 60 years of the TR3A.



Tibbles Tourhaving Breakfast

I'm due to go to the dentist in the next few weeks – having seen this advertisement, perhaps I need not worry.

Pierre



Pint Shop....lunch venue on Cambridge tour



Tibbles TourLVG at Twinwoods ATC tower