

The TRunnion

TR Register Lea Valley Group

2011 Issue 1 (Jan/Feb)

LEA VALLEY GROUP COMMITTEE 2011

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MEETINGS VENUE

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

(Plenty of parking space behind pub).

WEB SITES

TR Register: www.tr-register.co.uk
TR Forum: www.tr-register.co.uk/forums
Lea Valley Group: www.brmmbrrm.com

2011 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 any others I hear or read about as well as 'official' LVG events.

Feb 6: Group Lunchtime Meeting

Feb 25-27: Race Retro, Stoneleigh

Mar 6: Group Lunchtime Meeting

Mar 6: International Triumph Show and Spares Day, Stoneleigh Park

April 3: Group Lunchtime Meeting

April 2/3: Springing Up Tour, organised by Carpenters Arms C.C.C. - overnight hotel in Faringdon, then 150 miles via Cotswolds etc. back to Harpenden - only problem is some bloke with the initials PM has planned the route! Entries limited so contact Geoff Andrews on 07850 539308 or andrewsg3@sky.com if interested.

April 17 (Drive It Day): MK Classic Tour, start from Woburn Sands, then Millbrook Proving Ground and finish at Silverstone Porsche Experience - very popular last year (200 cars) - contact Alison Upson 01525 290117 or mkclassictours@aol.com

May 1: Group Lunchtime Meeting

May 2: Bedfordshire Classic Motor Show, Woburn (Monday only)

May 15: Chiltern Hills Rally

May 29: Triumph Day, Duxford

June 5: Group Lunchtime Meeting

June 3-5: TR Register Summer Ball

June 12: Luton Festival of Transport, Stockwood Park.

June 19: Tibbles Tour.

June 26: Haynes Village 100

June 29: Classics in The Walled Garden-

July 1-3: Goodwood Festival of Speed.

July 3: Group Lunchtime Meeting

July 10: British G.P.

July 10: SBMC Kimbolton Show.

July 29-31: TR International Weekend, Harrogate.

July 27: Classics on The Common, Harpenden.

Aug. 7: Group Lunchtime Meeting

Aug. 14: Moggerhanger Show

Aug. 28: Little Gransden Show & Flying Display.

Aug. 29: Knebworth Classic Show.

Sept. 4: Group Lunchtime Meeting

Sept.18: Aviva Classic.

Sept. 24-25: KOP Hill Climb

Oct. 2: Group Lunchtime Meeting

Nov. 6: Group Lunchtime Meeting

Dec. 4: Group Lunchtime Meeting and AGM

EDITORIAL

Happy New Year to all TR Lea Valley Group members and friends

As many of you know by now, the LVG AGM took place recently and in a moment of weakness I seem to have volunteered to take over editorship of the Lea Valley Group newsletter (TRunnion) from Kevin Hutchinson (and after only one pint as well).

I have been contacting members already on the distribution list and others in the LVG catchment area prior to this first issue of TRunnion under new management. Anyone wishing to be added to the list or who has changed their email address can contact me at bjmole1-trlvg@yahoo.co.uk

Many thanks for the advice and good wishes from those who have already contacted me, and especially those who have warned me of the difficulty of getting material on a regular basis (if at all!). However, I'm well aware of the need to be creative as editor.

Possibly before the TR-time of many of you, in the 80s I was editor of the TR Register 'Spares News' which was published quarterly between the quarterly issues of the full TR newsletter ('TRaction'). Originally produced by Pete Buckles, it all became too much for him as Cox & Buckles took off as a fully-fledged business and I think Tony Rimoldi took over for a short time and I volunteered when he escaped!

Although Pete Buckles continued to supply the real news about spares, I gradually increased the content to include a series on owners rebuilds, lists of recommended (or otherwise!) suppliers, and contributions from many of the TR specialists and restorers just starting up at the time. Eventually, it became almost a full newsletter and not long after I relinquished the editorial role due to family and work commitments, 'Spares

Best wishes for a speedy recovery to LVG Hon. President Eddie Holden.

At the time of writing, Eddie is due to go into hospital for an operation and we hope to see him fighting fit again very soon.



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News' (by then renamed as 'ExTRas') was discontinued and 'TRaction' was published 8-times a year.

Needless to say, **I do not intend trying to repeat that feat with 'TRunnion'**, but intend to at least make it a regular occurrence and keep everyone aware of events, changes of venue, etc. I also believe that local members need to be involved more and will be encouraging contributions and participation from members via both 'TRunnion' and the TR Forum (even if I need to invent a pseudonym or two to get things started!)

Enough... the rest is the future!!

Once again, Happy New Year and I hope to see a lot more of you at local events (and perhaps a few others) in 2011.



BrianC

Congratulations to John & Val Burningham



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.

LVG AGM 2010

The group's AGM was held at the monthly meeting on December 5th and was well attended by approximately 18 members. Could this exceptional turnout be related to the enticement of a free buffet by any chance? If, so it worked well and hopefully will be a recipe for maximum involvement of members in future years. Having said that, there is little to report.

Fortunately, Gruppenführer Jon Marshall agreed to remain in office (well, we didn't give the poor man any option!).

Seriously though, Jon has a lot on his plate as TR4/4A Registrar and organising the 40th Anniversary celebrations of the TR4 at the forthcoming IWE, so we all need to do as much as possible to take some of the LVG load off his back.

Kevin Hutchinson decided to relinquish the position of TRunnion Deputy-Editor/Membership as he had only taken on the role temporarily, pending the appointment of an editor which never materialised. Like a fool, I opened my big mouth, so you are stuck with me for this year (unless anyone else wants to stick their head above the parapet). Having received the distribution lists and various other items from Kevin, I can only say what an excellent job he did and thank him for keeping the lines of communication open. Thanks for your offer of future help, Kevin and rest assured I will take you up on it!!

Finances are sound, as very little was spent during the year and Claire Palmer remains as Treasurer as she is the only one brave enough to deal with the robbers (sorry, bankers).

Finally, Paul Richardson remains as Events Co-ordinator, which brings me to a brief review of the year's activities. The following are the events that Lynda and I attended (at least the ones that I can remember):

Lunchtime pub meetings - The Duncombe Arms at Waresley, The Jolly Coopers at Wardhedges, The Chequers Inn at Pulloxhill, not to mention The Musgrave Arms near Shillington (say no more!) and our current base, The Cock at Broom.

Classic car shows - Woburn, Knebworth.

Club events - STMD at Prescott, TRR IWE at Malvern.

Charity events - Little Gransden Airshow, Kimbolton Country Fayre, Moggerhanger Fete



Other members also attended many other events and I would welcome any photos or stories from them.

As well as 2010 being a significant 40th anniversary for the TR Register, our other club, the Sporting Bears Motor Club (SBMC), was celebrating its 21st birthday and we took my TR3A on the two main events, a tour in Cumbria and the Classic Bear Run in Wales. All SBMC events are run with an emphasis on raising money for children's charities.



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Both of these were excellent events on challenging roads, some of which have been used for major rallies in the past, together with visits to a wide variety of places of interest. This type of touring event is an ideal way to use your TR and you can either treat it as a good hard drive or simply go at whatever speed you prefer and enjoy the scenery. We tend to do a bit of both. However, having had a few untimed runs up the hill at Prescott at the past two STMDs held there, I must confess to an increasing urge to dabble in the odd hillclimb and sprint, so maybe 2011 will be the year to dip a toe in the water.



Well done Phil. It's good to see TRs which are used regularly getting some recognition alongside the concours machinery.

~*~

News, Rumours & Gossip

Well, TRunnion is supposed to be a newsletter, so here's where members can let everyone know what they have been up to or are planning to do with (or without!) their TRs.

First contribution is from former long-serving Group Leader Phil Titchner:

Hi Brian,

As editor of Trunnion I thought you might be interested that I got the runner up prize for car of the show at the TSSC All Triumph Day at Duxford last September. Most people had gone by the time we found out and I was actually in the car about to leave. One of my friends, who was there, took this picture of me looking very surprised!

Regards, Phil

A warm welcome to new members Mike Timlett and Marian Reilly.

I met Mike via the TR Forum as he was seeking parts for the very nice recently acquired Primrose TR3A which has recently replaced the TR6 which he rebuilt. Marian also has a green TR7 DHC which, from what I've heard so far, sounds as if it may be even nicer (and that's saying a lot coming from a diehard sidescreen man). Obviously the AGM didn't put them off becoming LVG regulars, as they came back for the New Year lunch in January, this time in their MGB which Mike has recently restored. Sadly (yes, really!), I didn't get to see this as we were among the first to arrive and the last to leave and missed seeing most of the other TRs as well. It's good to see we are not the only LVG members TR'ing throughout the year. I wonder if M&M

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will complete their hat-trick and come to the next meeting in Marian's TR7? Incidentally, the lunch was attended by twenty members, the highest turnout for a lunchtime meeting for a very long time and hopefully a trend that will continue throughout 2011.

~*~*~

Congratulations to Mark Taylor on winning the LVG trophy at Knebworth. As the current holder, I'm sure you'll enjoy selecting this year's winner as much as I did Mark!



~*~*~

Congratulations to Rob and Sue Taylor on winning the TRR Concours Master Class at Malvern IWE2010

[No photo available]

Trade Recommendations

One of the benefits of belonging to a one-make car club is the exchange of recommendations for locating rare spares and getting original parts refurbished.

Whilst the TR Register does have a list of suppliers on the main website, these are merely names and addresses rather than endorsements. Most of those listed are well-established and reputable companies, but there is no substitute for personal recommendations, especially those specialising in refurbishment. We need to support these as the remaining old-school technicians and engineers are fast-disappearing

Here are a couple that I have personally used within the last year.

(Copies of postings from the TR Forum)

Bearing In Mind - fuel pump repairs

If you have been following my AC fuel pump problem (see <http://www.tr-regist...=0&gopid=189815&>) you may be interested to know that I eventually had excellent service from Dave Davies at 'Bearing In Mind' (<http://homepage.nflw...%20Contacts.htm>).

As I mentioned in the other thread, he reconditioned my three pumps, including putting later top covers on to make it easier to replace the valves in future, and supplied spare gaskets, seals and filters.

This company was suggested to me by Stuart and I can thoroughly recommend them for knowledge, speed and quality of work.

Speedy Cables - temperature gauge repair

Earlier this year I had a failure of the original Jaegar capillary temperature gauge on my TR3A. Despite several successful attempts to get it working reliably in the past, this time it appeared terminal so I contacted 'Speedy Cables' (see <http://www.speedycab...com/repair.html>). Although it did take a couple of weeks to get the gauge turned round, it came back looking as new and has been working reliably for several thousand miles. Only problem is, it shows up the rest of my instruments so I may need to get them out for a good clean up.

This company has often been recommended by others for manufacturing of cables and I can thoroughly recommend them for knowledge and quality of work on instrument repairs.

However, in both cases, I would suggest you phone rather than email as, like many other small companies emails tend to get overlooked

Members' Stories

When Lynda and I started attending local group meetings again on a regular basis after a break of many years, we felt very much like newcomers as most of our original group had either sold their TRs and left the club or moved away.

Despite the very best efforts of a number of current members, it took us a while to feel fully part of the group again. I can therefore understand why, sometimes, we see a new face or two at a local meeting but they maybe only come once or twice and are never seen again.

I'm sure if new members could get an idea of what the group is like from the newsletter, as well as being made welcome at meetings, they would integrate more easily and become regulars.

I would therefore like to encourage members to introduce themselves by way of TRunnion, so to set an example I am including the story of my current TR3A.

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.

Hopefully (ever the optimist), one or two committee members will follow on although I suspect it may require a beer or two as inducement.

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 (and I was in the latter situation for many years, prior to retirement).

On that subject, the TR Forum is an excellent way of feeling part of the TR community and contributing and is effectively an online 'virtual' local group.

Views of wives, girlfriends and partners would also be most welcome.

TR3A Rebuild - Brian Chidwick

Part 1 - Introduction

This is intended as a (brief?) introduction to myself and the project car.

As a software engineer/configuration manager by profession, I have only average mechanical abilities and facilities.

I have been a TR Register member since 1972 when I purchased a 1958 TR3A (following an upgrade path from Standard Super 10 and Spitfire 4 - Mk1), and was Spares News editor from 1983-86.

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

Apart from extensive body 'restoration' (the significance of the quotation marks will become apparent later), this car was used as regular transport for most of the period up until December 1988, when the crankshaft broke. Despite this, I managed to drive the car several miles home (quite a common feat, apparently), and there it sat for almost 16 years. Apart from an initial flurry of activity to remove the gearbox, nothing much happened due to a lack of time and money, and also the depressing knowledge that there were a number of other areas of the car that I needed to fix

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or improve.

In 2004, we decided something really had to be done and there were three choices:

- 1) Sell the car as an abandoned project or for spares.
- 2) Replace or rebuild the engine, fix only the major problems and just drive the car.
- 3) Spend the kids' inheritance and restore the car to a good usable standard.

Rather than be responsible for the loss of a second TR, or simply continue the inevitable downward spiral of make-do-and-mend, we chose the only remaining option.

Acknowledging my personal lack of skills and the desire to enjoy the car for as long as possible before senility sets in, we decided to have the body, chassis and major mechanical items professionally restored and set an objective to have the car back on the road by Summer 2006.

Although there are perfectly good engine rebuilders and body-shops locally, we preferred a 'one-stop-shop' approach where the majority of the work would be done by a TR specialist, with unskilled and easier jobs being done by me, either at their premises or at home.

Fortunately, I had attended the annual TRGB Autojumble and Open Day for a number of years and been impressed with the people and quality of work, so last year Lynda came with me for a second opinion. We discussed our plans with Gary Bates and, after he had subsequently visited us to assess the viability, the patient was trailered away for a more detailed prognosis.

In the meantime, Lynda has bought another 1965 TR4A to replace her first love, so although we have a target for completion of the TR3A rebuild, we have been able to start going to classic car events again and there should not be such extreme pressure to rush jobs or cut corners.
(To be continued)



Footnote: This was written in early 2005. As you can see from the photos, the car didn't look in bad shape for an everyday TR. However, beauty is only skin-deep as we were about to discover!