

EDITORIAL

Well, here we are at the start of the 39th year of LVG. Another successful AGM was held at the December meeting and I'm grateful to Jon for producing the minutes so quickly that I've been able to include them in this TRUnnion. Once again, the buffet proved popular, so much so that the front room of The Cock was at bursting point.

As a result, Julian Hensman and Graham Wade 'took the Group Leader's shilling', considerably strengthening the committee. I confess I had to apologise for the press-gang job and I take sole responsibility for it - I'm just a bad person!

Seriously though, I felt we really do need to encourage and involve newer and younger members in order to revitalise the group. Graham and Julian (with Magda) have become welcome regulars during the past year and from previous conversations, I know they have ideas and interests that can extend the range of activities the group undertakes and attends. As newcomers joining the committee, and also with TRs at opposite ends of the specTRum, I hope others will feel that the group is moving forward and also that they are better represented. Thanks to both of them for taking it so well so far!

However, it's not simply down to the committee to run the group, so remember that we really do need all members' ideas and fresh perspective on what they need and expect of their local group.

Contemplating the start of the new year, I am reminded that February marks 40 years of TR ownership for me. Where has the time gone? I may be a lot older and a little wiser, but I still feel 25 years old when I'm out in the TR. That just encourages me to make the most of every opportunity to use it and I TRust you all feel the same.

In fact, we've already got the year off to a flying start with MK Classic Tours' 'The First Run'. It was reassuring to see quite a few TRs on the run, along with many other classics out and about on the day. Clearly, there are still plenty of other people who also continue to use their cars all-year round.

Once again, the group New Year Lunch was a success with numbers strictly limited to 25 by The Cock's small dining room. Nice to see a few new faces along with the usual suspects

although a TRifle cramped, making it difficult to mingle and talk to everyone.

Apologies for the slight delay in publishing this issue of TRUnnion, due to circumstances beyond my control (as most things seem to be these days). The good news is that my TR3A Rebuild story is now finally complete. The bad news is that I need fresh contributions (words and photos, not cash), otherwise the next TRUnnion will be ultra-lite!

In case anyone is wondering, the additional small photo below shows the LVG Bent Conrod Trophy referred to in Jon's AGM report. The award was totally unexpected and embarrassing but much appreciated. I just hope I never need to straighten it out for active duty 😊.

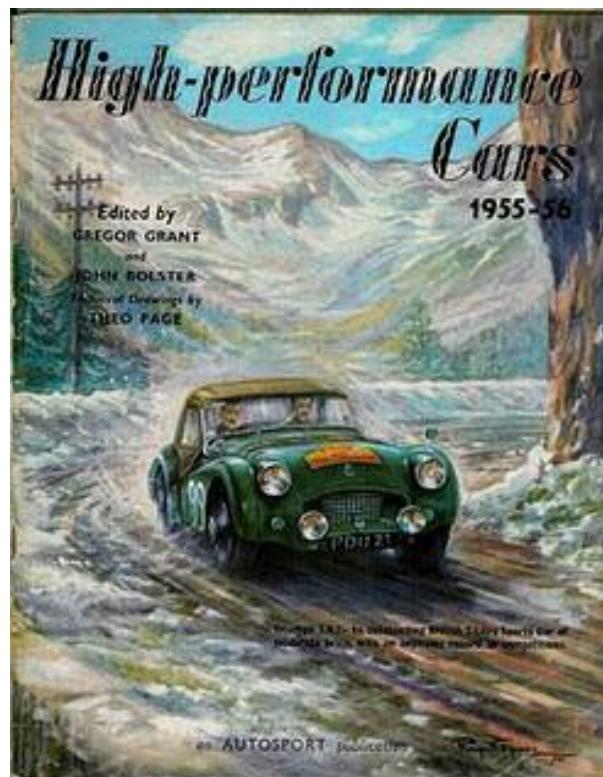


BrianC

THE WORKS TR4 RALLY CARS

**Please see advertisement
on back page for this event**

*Does anyone have a copy of this
Autosport annual publication, either for
sale or short-term personal loan?*



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LVG AGM

This was held at The Cock with a buffet provided, and Jon has provided the following minutes.

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### TR REGISTER LEA VALLEY GROUP MINUTES OF AGM 4th DECEMBER 2011

#### Present

Val Burningham  
John Burningham  
Brian Chidwick  
Lynda Chidwick  
Julian Hensman  
Kevin Hutchinson  
Tony Jones  
Ian Freeman (Eastern Area Co-ordinator)

Diana Marshall  
Jon Marshall  
Linda Masters  
Denis Masters  
Peter Muncer  
Graham Orchard  
Claire Palmer

David Randall  
Dominic Richardson  
Paul Richardson  
Miriam Titchner  
Phil Titchner  
Graham Wade

#### Apologies

Jean Holden  
John Tasker

#### Minutes of the Previous AGM

The minutes of the AGM of 2010 were read and approved

#### Matters arising

None

#### Group Leader's Report

Jon presented his report.

The major event affecting Lea Valley in 2011 was the death of Eddie Holden. The many tributes received, some of which were published in TR Action showed how much Eddie was loved and respected. About thirty cars (all TRs except one Daimler Dart) lined up along the road from Jean and Eddie's bungalow and followed the hearse to the church.

Jon then listed the various events that the group had participated in

Post-Christmas lunch at The Cock  
Drive It Day (a choice of events - Waltham Abbey, Millbrook, MK Classic Tour)  
The Woburn Abbey show  
The Chiltern Hills Show  
Luton Festival of Transport at Stockwood Park  
Standard Triumph Marque Day at Duxford  
Classics in the Walled Garden (Luton Hoo)  
The Kimbolton Show  
Classics on the Common (Harpden)  
TR Register International Weekend at Harrogate  
Little Gransden Show and Flying Display  
Knebworth Classic Show  
Bletchley Park  
MK End of Summer Tour  
Nostalgia Forum - Stuart Turner

Thanks for the support.

#### Treasurer's Report

Claire presented her report. Income had been £120.04 - £120 received from the Register for 2010 expenses and 4p interest

Expenditure was £109 (£25 donation re Eddie, £24 being 8 tickets for Woburn and £60 for the 2010 AGM buffet lunch).

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##### Election of Officers

The following were re-elected:

|                 |                                                |
|-----------------|------------------------------------------------|
| Jon Marshall    | Group Leader                                   |
| Claire Palmer   | Treasurer                                      |
| Paul Richardson | Events                                         |
| Brian Chidwick  | Editor of Trunnion and TRAction - Social Scene |

Following a request for new blood, Julian Hensman and Graham Wade agreed to join the committee.

##### Report on TR Register AGM (27 November 2010)

Jon gave a brief report of events.

- The major event was the resignation of Steve Redway, from the position of Editor of TR Action. It was said this followed the failure of the magazine to win an award at the NEC in November. Steve has worked hard on the magazine for many years and (with his team) has made the magazine what it is today - a magazine that the club can be proud of and which would not look out of place on a newsagent's stand alongside other classic car magazines produced by professionals. We all owe Steve a tremendous debt of gratitude
- Club membership stands at 6654 - a nett loss of about 1% over the year. Chris Cunnington knows of no other major classic car club performing so well. Most of those resigning do so after their first or second year. Groups were encouraged to work on new members to attract them to stay.
- FBHVC continues to work on the problems associated with ethanol in petrol. The percentage added is likely to increase, exacerbating problems.
- There had been some improvements to the Register's insurance scheme. Rob Murphy had managed to get a huge reduction in the premium paid by the Register itself.
- The rapid increase in price of TRs was noted and fear expressed that speculators were buying up TRs.
- The date of the 2012 International Weekend was confirmed as Friday 10th to Sunday 12th August, at Malvern.
- This would be in conjunction with the Stag Owners Club, who would be sharing costs. It was confirmed that there are no plans to amalgamate with the SOC or any other Triumph club. Some concern was expressed about the date - mid August - which is in the middle of the school holidays, making it inconvenient for parents with children at school wishing to go away on holiday. This also applied to grandparents and also to those who work in schools.
- Subscriptions are set to rise by £2 to £44 p.a. for UK and other EU members. However the direct debit discount would increase to £3 - hence the increase for many would be only £1. People not paying by DD who now do so will see a £1 decrease.

##### AOB

###### LVG Awards

- The Group Trophy to Julian Hensman and his TR6
- Bent Con-rod Award  
Jon said he wanted to correct a misunderstanding. It was not intended as a "Prat of the Year" award. The con-rod had come from the engine of one of his TR4As and though he, himself had felt a bit of a prat sitting in the car with steam rising from the bonnet, he and Eddie had agreed it should be awarded for service to the LVG.

He said that no one was more deserving of the award than Brian Chidwick. Brian had taken over Editorship of TRUnnion and the LVG contribution to the Social Scene in TR Action; he was always encouraging members of the group and he and Lynda participated in as many TR events as possible throughout the season.

The decision to award the trophy to Brian met with unanimous approval.

###### The Eddie Holden Trophy

John Burningham said the Jean wanted to present a trophy to the Register in memory of Eddie. This had been discussed by the Management Committee and approved.

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### 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.

*BTW – Has anyone got a better name for this section of TRunnion – please!*

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From Dave Randall:

Can you please put in the next TRunnion our thanks to the people who sponsored Brenda when did a sponsored swim to raise funds for Hounds for Heroes, she completed a mile in one hour and we raised £830.

Many thanks

David & Brenda

Congratulations Brenda - rumour has it that you enjoyed it so much you carried on beyond the mile! I know several members are interested in this relatively new charity and are helping Dave raise money. Perhaps we could consider adopting Hounds For Heroes as a LVG supported charity this year?

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#### From Pete Muncer (1):

*The Springing Up Tour will be 17/18 March based at Faringdon in Oxfordshire – entry forms will be out in the New Year. Tibbles Tour will probably be 24 June, Falling Down probably 22/23 Sep. – will keep you posted for TRunnion.*

Dates are already in my diary and we are looking forward to these as we so much enjoyed our first CACCC TouR last year.

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From Pete Muncer (2):

New engine option for TR's?

World's tiniest V12 engine. See attached - how about a few of these under the bonnet? <http://www.wimp.com/tiniestengine/>

TRuly bootiful - beats a Christmas turkey any day. I'm sure others will enjoy this video as much as I did. As a poor modeller in any scale, I'm in awe of people that can do this sort of engineering.

Thanks for the link and also for your many conTRibutions to TRunnion. Your support has kept me going during my first (and apparently not last) year!

And that goes for all who have sent in emails or provided photos, reports and articles. Let's hope a few more LVG members chip in next year. Even if you can't make it to meetings, we still like to keep in touch with and hear from all local members and ex-members.

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#### From Graham Wade:

*RE: Kop Hill Climb*

*As someone who believes that old vehicles should be used as the manufacturer intended, I would recommend this event for LVG members in 2012.*

*This is a 2 day event, this year being on the weekend of 22nd and 23rd September. If it is the same format as last year, you will get 2 runs per day. The event is informal, there is plenty of things to see and offers the opportunity to blast up a hill on a public road without worrying the police.*

*As an entrant last year, albeit on a motorcycle, I will be informed when people can register. I believe it will be difficult to make our own group in the paddock since your position is allocated based on year of manufacture.*

Typical - looks like it may conflict with the CACCC Falling Down tour again. We may have to miss the tour this year.

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From Peter Parkinson:

Calling all TR Register members. You are invited to join The Camb Followers and other local groups at The Lincolnshire Aviation Heritage Centre, East Kirkby, PE23 4DE, on August 25th for a day of nostalgia.

The airfield is a WW2 museum with the centre piece being "Just Jane" (NX611) one of only three Lancasters that can move under its own power. Come and hear 4 Merlin engines "fire up" and watch or ride in her as she taxies out.

There is plenty to see and do. So come and join us for a great day out. Just let me know if you are coming.

I suspect there will be a lot of interest in this so a LVG convoy may be arranged.

Meanwhile please contact Peter directly
gmparky@gmail.com

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## 6 The TRUnion

### From discussions with John Burningham & Jean Holden:

For anyone not already aware, some of the donations to Help For Heroes made on behalf of Eddie Holden have gone astray. If you paid by cheque, please have a look at your bank statements to ensure that it has been processed. As the cheques will now be over 6 months old, they will no longer be valid. Jean Holden is still progressing this with the funeral directors and Help for Heroes. If your cheque has not been cleared and you would still like to make a donation, please contact Jean on 01462-815161.

On a different subject, Jean is planning to have a stall at the Meppershall Fete on Saturday 30<sup>th</sup> June, selling items to raise money for Hounds For Heroes (a charity totally separate from Help For Heroes). She would like some classic cars to display and the theme is British cars. I know some members have other classics as well as TRs, so if you have a car suitable for display, or would like to donate items for sale, please contact Jean.

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From Jon Marshall:

Diana and I spent the New Year with friends near Chelmsford. On New Years Day we visited the Museum of Power at Langford near Maldon – possibly a place for the Group to visit especially on a 'steam day'. They have a massive three-stage steam engine that used to pump water from the treatment works to Southend. When we were there they were driving the high-pressure stage by compressed air – very impressive, but all three stages, driven by steam will be something else.

It's about 5 miles from where Ian Freeman lives so he should know something about it.

*See <http://www.museumofpower.org.uk/>
P.S. Guess the engine's name – MARSHALL*

I'm sure quite a few of us are interested in big machines and steam power. Contact Jon if you would be interested in making this a LVG 'awayday', perhaps on one of the museum's special events days. Maybe we could meet up with East Saxons at a suitable hostelry as our Area Co-ordinator is local?

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The next TR Register Group Leaders meeting is 11th March at Gaydon. If you have any questions, suggestions or issues relating to the TR Register, TRaction or local groups generally, please email Jon Marshall.

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Reminder to new members: All 2011

TRUnions are available on the website. The 2012 events calendar is under development so please send any suggestions to Paul. New ideas for events are always welcome, especially from *newer and younger members!*

Some events and venues suggested during the past year, plus a few random thoughts:

- Preserved steam railways
- Motoring museums
- Bressingham Steam & Gardens
- Thursford Collection
- Race meetings (Silverstone/Snetterton)
- Drag racing at Santa Pod
- Track days (own car or circuit car)
- Group barbecue/picnic
- New members day
- Mid-week/evening runs
- Visits to other local groups & car clubs
- Technical meetings (see next page)
- Hill climbs/sprints
- Film shows/quizzes
- Ten-pin bowling
- Indoor karting
- Inter-group games challenge
- Classic car gatherings (Hertford Heath/Stony Stratford/Barrington)

I'm sure you can all come up with others

TR Technical Resources

I have been following this interesting discussion on the Forum: <http://www.tr-register.co.uk/forums/index.php?showtopic=32915>

Nene Valley's webmaster, Brian Humphreys, has found a solution which I am considering adopting for our own website. Please have a look at the library, supplier, internet links pages on the Nene Valley website:

<http://www.groups.tr-register.co.uk/nene-valley/gallery.html>

Would a LVG version be useful?

Feedback and data would be appreciated.

Technical Meetings

For the benefit of members who enjoy the practical aspects of owning a TR (or any classic car for that matter) as well as the driving and socialising, we have been considering how we could provide something outside of the regular monthly pub meetings. Julian Hensman has started the ball rolling with some excellent suggestions, on which the following is based for discussion:

I have given more thought to some of the format possibilities of holding Technical Meetings. The idea is to arrange private meetings where people can bring their cars or parts of their cars, to obtain opinions and advice from seasoned experts. In no particular order, my initial thoughts are:

- Open to TR register members who have previously attended social meets only (for security reasons). Their existence can be advertised though - this may encourage more attendance at social meets in order to get access to technical meets?!
- Technical meets are not shows and not convoys and are primarily to provide advice and work on cars.
- Meet once per quarter initially, to see whether there is interest. If there is a lot of interest, we could perhaps increase frequency but would probably need more than one venue. Perhaps run a pilot to gauge popularity and refine format.
- Would need to be held at a suitable venue, wherever possible where there is access to tools and workshop.
- If it is popular, we would need to control the size of the meet. This may mean booking (in person during the social meet), especially so experts can know in advance what to expect in terms of advice sought.
- For meets at people's houses, we would need to keep location details restricted to within the group (see criteria above re attending social meeting first) for security reasons.
- We can perform work on the cars / parts during the meet as required, provided it's not too major. People should not expect an engine rebuild and nothing can really be left behind afterwards. Provided the host's workshop has a range of tools and bench space available suitable for smaller jobs,

people can perform their jobs with the help of the experts, or on their own knowing that experts are available if required.

- *Naturally, we would need some experts who could commit to being there! These should cover the range of cars.*
- *We can mix in a BBQ where people can bring what ever they would like to cook.*
- *I am guessing there will be some health and safety issues...*

Jon is currently checking the insurance aspects with Rob Murphy who deals with the TR Register's own insurance policy and can advise on how this applies to local groups and members attending meetings/events on other members' property.

There has already been some discussion within the committee, but I won't pre-empt wider debate, other than providing my own initial thoughts:

The interesting challenge will be to define the scope of these meetings - we don't want to get too ambitious early on. I'm sure others will have plenty of suggestions, but a few that spring to mind are:

1. Checking the weak points and potential MOT failure points on TRs - may be of benefit to new TR owners, and could be done with maybe one live-axle car and one IRS. Maybe a separate meeting to cover TR7/8 in more detail as these are uncharted territory for many of us.
2. Basic servicing, garage tools required, tools and spares to be carried on longer journeys.
3. General bodywork and interior trim maintenance and concours preparation. Could also cover repair and touching-up of minor damage/scratches. My personal 'bête noire' is washing and polishing!
4. The previous 3 are not too hands-on so shouldn't present too many logistical problems, but if any member has a mechanical job that requires extra hands or more experienced guidance, then this could perhaps be done at their home, possibly with a small workforce and someone to film or photograph some of the highlights for TRunnion and the website.

The floor is yours – anyone interested?

The First Run

As soon as I heard about this event, I decided it would make a perfect start to the New Year although as the day drew near we did begin to doubt our ability to make such an early start in the depths of winter.

Nevertheless, not being great fans of the New Years Eve party scene, we were in reasonable shape when dawn broke and arrived in plenty of time for a TRaditional bacon roll at Red Bull Racing, Milton Keynes.



We had an excellent day out with 70 other classic cars although we were the first car flagged away and had problems with the first few route instructions, missing an exit off the dual-carriageway, eventually entering Stony Stratford from the opposite direction.



It was with much relief that we later learned that many other entrants had had the same problem, so fears of early-onset Alzheimer's were allayed (for the time being at least). However, it was worth the hassle to see such a huge gathering of classic cars. Sadly, we didn't have enough time to spend looking at them, so will try to visit any similar meetings they hold there.

The run itself was shorter than usual at around 45 miles through small villages and

beautiful countryside, and gave us plenty of time to explore the aviation museum at our



final destination - Sywell Aerodrome. We especially enjoyed revisiting Sywell again as we hadn't been there since 2002 when Lynda had a flight in a Tiger Moth - the first time she had ever flown. The Art Deco Aviator Hotel itself is beautiful and the museum was a real eye-opener and would make an interesting destination for an LVG run.



The event finished with an interesting (and extremely challenging) 'Murray Walker' motor sport quiz in which we were a considerable way behind the winners. We were very impressed (and well-beaten) by a team of 12 year-olds who were surprisingly clued-up about the sport, including personalities and events from decades before they were born. Unusually for us, we kept the hood up all day (as did quite a few others) as it really looked as if it would rain but it stayed dry and the sun broke through a few times. Getting nearer home the roads were very wet so we had been very lucky.

I thought I'd had a disaster with the borrowed digital camera (Lynda's!) as the mode dial had got accidentally moved. They looked really rough at first on screen, probably mainly due to my antedeluvian laptop being low on virtual memory - just like its owner 😅. Despite this, I have put a few photos of the event here:

https://www.dropbox.com/gallery/54879275/2/TR/201_2-01-01%20The%20First%20Run?h=ebef4f

These are mostly of TRs, some of which may belong to members of LVG or adjacent local

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groups, but I didn't get all of them or any of the other cars at Stony Stratford. Although I think I got photos of all the TR2-4A cars, I failed to get a photo of the white TR7V8 and I think there may have been a TR6 that arrived late at the start. If anyone reading this has any photos, especially of the TRs, or recognises any of them, please email me.



Several people have asked me about the pros and cons of organised tours. What you get for your money in this type of event varies dependent on both the organisation and the specific event.

This one was jointly run by MK Classic Tours and Magic of Motoring (<http://www.magicofmotoring.com/events.asp>) purely for charity in aid of 'The Walnuts' (<http://www.walnuts.milton-keynes.sch.uk/>), so I would expect most of the entry fees to go directly to the chosen charity.

The Walnuts School is a community residential special school for pupils with autistic spectrum disorders (ASDs) situated in a rural setting backing onto the North Bucks Way in Hazeley, Milton Keynes. The majority of the children are from the Milton Keynes area. There are, at present, 131 pupils on roll aged 4 - 19, and most have a diagnosis of an Autistic Spectrum Disorder (ASD).



Lynda and I also do a lot of one and two day tours with our other club, Sporting Bears (SBMC - <http://www.sportingbears.org.uk/>) which raises money for a wide range of children's charities. Entry fees for these tours cover meals, tea and coffee stops and entry to places of interest used as checkpoints along the route, although generally a portion of the fee goes into the charity fund.

Most of these events include a quiz or raffle to raise additional money for the charity.

We have also recently started entering events organised by an informal pub classic car club (Carpenters Arms, Harpenden), as several of the Lea Valley Group have been doing these for a few years. These are purely for fun and cost is kept down to cover accommodation and meals.

Regardless of the type of event, we always feel they are good value, time well-spent and an excellent way of using a classic or sporting car and meeting people with similar interests.

[Incidentally, SBMC was founded by a prominent member of the TR Register, Chris Glasbey - hence the logo!]



**Nostalgia Forum
Motor Sport Film Show
28th January**

The next film show is a double-bill ('Theme Lotus' with guest speaker Jackie Oliver and 'The History of Snetterton Motor Racing Circuit' with artist and Snetterton historian Andrew Kitson).

Dear All,

This is now the January line up during the day news:

Charity auction in aid of the Little Havens Hospice

Neil Oatley - Chief designer at McLaren F1 has just offered a guided tour around the McLaren F1 factory Woking for 2 by him (they don't do public tours at McLaren!). This is something money cannot buy!

Plus caps signed by Lewis & Jenson and signed history of McLaren book,

Fred is going to dig out some old rare race & rally programmes

Large photos of Jackie Oliver at 'ring and Daytona

Various nice old Books

(Still all to be finally confirmed, we will take cheques on the day made out direct to the charity)

More items we hope to come yet.

Confirmed also attending now

Jackie Oliver - Lotus GP driver and winner of Le Mans, Sebring 12hrs, Daytona 24hrs, Can-Am Champion BRM + McLaren + Shadow driver Arrows F1 team founder

Murray Walker - legendary commentator

John Miles - Lotus F1 driver & long term Lotus development/product engineer

John Campbell-Jones - F1 driver late 1950s-60s Lotus, Cooper, Lola

Bob Dance -Team Lotus mechanic technician 1963-date at Classic team Lotus

Bob Sparshott Lotus mechanic 1967-76 BS Fabrications owner & aerospace subcontractor

Bruce Robinson (Arch Motors racing chassis constructors)

Greg Field (Onyx & many other Grand prix teams)

Andrew Kitson – Fine Motor racing Artist & Historian doing a 90min Snetterton history talk with film between lunch and tea

Pauline Hailwood - widow of Mike Hailwood

Wendy Markey – production saloon car driver in 1970s

Peter Hall - ICS owner/driver & entrant in BTCC of Andy Rouse

Plus Morning coffee, 2-course hot lunch, afternoon tea & cakes

Interviews

Films

Lunchtime motor sport quiz

Charity raffle

Charity auction

Exhibits

David McLaughlin will do a roving reporter bit with a mic in the hall talking to guest speakers and audience members and taking their questions during the day as well as setting and running the quiz.

Do please prepare some questions yourself.

3 hrs plus of films & slides; 2 major talks

We still need more items for both the charity auction and for the raffle – if you have anything you could donate, books, DVD, programmes, pictures, memorabilia, racing car parts, motoring objects d'art, etc., (you know the sort of thing) to the cause, do please let me know and we will include it. Be nice to raise as much as we can ... and it is a bit of fun!

Wishing you all a happy and healthy new year

Thanks for your support.

Richard and the team

If you are not already aware of the 'Nostalgia Forum', I suggest you visit the website at <http://forums.autosport.com/index.php?act=SF&s=&f=10>. Anyone can view, but to post you just need to follow the free registration process guided from top of the page.

I will post details of forthcoming shows in TRUnion and on our website, but in the meantime, make a note of the next dates:

28th April, 20th October.

What happened to the editor?

No – not me, but I thought you might be interested in some of the discussion on Steve Redway's unexpected departure from 'TRaction' and possible impact on the TR Register in this forum thread: <http://www.tr-register.co.uk/forums/index.php?showtopic=33108&pid=245373&st=0&#entry245373>

Regardless of any personal reasons, I would imagine that after 19 magnificent years, even Steve was running out of new ideas, contacts and stories. I'm sure he will provide support if required and I wish the new editor all the best and hope that members really support him/her with contributions. It will take a very brave individual!

MK Classic Tour - Drive-it Day Sunday 22nd April 2012

Dear Supporter

The ENTRY DOOR is now open!

The 6th MK Classic Tour will start as before at **Frost's Garden Centre** – Woburn Sands and we will be using the numbered parking slots which worked very well in 2011 – it is necessary when handling 225 entries. This year we will be restricting numbers to 200.

By popular request – more than 100 of this years' entries completed the comments form – we are including the Alpine Circuit at Millbrook, The Porsche Driving Experience at the finish and after a two year break, we will return to Prodrive for coffee and to see their famous display of competition cars including the new WRC Mini.

We have a different route which we hope you will find interesting and the navigation is straightforward – mileage instruction – no one gets lost on our event!!

Last year with the £8,000 raised we purchased two heart monitors for the Neonatal Ward – giving the equipment rather than the money which was requested by the Matron in charge of the premature baby unit. If we give a cheque it goes into the general system and does not necessary benefit the unit. By paying the bill for the equipment we know exactly where the money has gone.

We are in the process of finalising details regarding the breakfast and lunch and will let you have these details later.

We look forward to seeing you again.

Regards

Alison and Michael

01525290117

mkclassictour@aol.com

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

Lea Valley Group Website

The TR Register supported LVG website is www.groups.tr-register.co.uk/lea-valley and is the first place to check for any additional events or final details.

*I am relying on **everyone** to provide input for both TRUnion and the website, especially **photographs** for the **gallery**.*

Springing Up Tour 17 & 18 March 2012

Hi Everyone

Firstly, Happy New Year to you.

Secondly, The SU is planned for the weekend of the 17/18 March. We are going back to the Sudbury House Hotel in Farringdon, Oxon. SN7 8AA. Those folks on the SU in 2011 will remember this was a great Hotel and good local ale pubs just down the road.

The Hotel has allocated us a separate dining room (The Oxford Room) for our Saturday night dinner and there will be the usual raffle with those wonderful prizes!

Actually on that point, if you have any unwanted Christmas presents we could do with them for the raffle as it was a wee bit tricky to get items for the FD last year. I know you will be able to help even if it is that bubble bath from your auntie, we shall be grateful. Can you bring them with you.

Please can you complete the enclosed entry form and return to me, with your cheque for £130.00, by return or the latest the 31st January as the hotel requires confirmation of the number and type of rooms. The hotel has a maximum limit of 44 people for dinner in the Oxford Dining Room.

Therefore we are limited to 44 people.

Anyone wishing to stay over on Friday D. B&B can do so, please contact the hotel directly, you will need to arrange and pay them yourself.

Contact- Samantha Arlott 01367 241272.

Events Team:- events@sudburyhouse.co.uk

Web site:- www.bw-sudburyhouse.co.uk

So let's give the cars a new year Carps run and we look forward to seeing you all on the SU weekend.

Best regards

James Hobson (jhhobson@btinternet.com)

The Carpenters Arms Classic Car Club - Entry Form

Event:	Springing Up Tour	
Date:	17th-18th March 2012	
	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 Carpenters Arms Classic Car Club 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 _____

Fee enclosed:	Please tick <input checked="" type="checkbox"/>	
Standard Entry - 2 crew members		£ NIL
<i>Rally Plate, Roadbook</i>		
Hotel Accommodation - 2 crew members (D,B&B) <ul style="list-style-type: none"> • CACCC will endeavour to book preferred room choice if available. • The hotel does not offer single rooms. 	Double	<input type="checkbox"/>
	Twin	<input type="checkbox"/>
Payment		£ 130.00
<ul style="list-style-type: none"> • Please include payment with return of the application form for this event. 		
Total		£ 130.00

Please make cheques payable to 'The Carpenters Arms Classic Car Club' & return by post with the application form ASAP to:-

James Hobson 16 Stewart Road Harpenden, Herts AL5 4QB

jhhobson@btinternet.com Mob. 07802 310712

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 (to be continued).

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.

TR3A Rebuild - Brian Chidwick

For new readers: I started this article in early 2005 and decided to complete it for the delectation of TRunnion readers. As was evident from the photos in the previous instalments, the car didn't look in bad shape for an everyday TR. However, we soon received a major shock and after some serious soul-searching, had to bite the bullet and go for the total rebuild!

Having overcome the trauma of escalating cost and timescale, I became well involved in the project, doing as much of the unskilled work as possible with the intention of working on-site during the interesting final phase of fitting-up and retrimming.

At the end of the last instalment, just motive power and transmission were needed, plus rewiring and retrimming - what could possibly go wrong?

Part 5 - Resurrection

The TTrigger for this rebuild had been the crankshaft breakage in 1988. Although I had a couple of spare engines from my previous TR3A, I knew that beneath the surface of what appeared a pretty good car, there lurked a few chassis and inner body issues (which had proven to be rather more major).

In August 2006, with the structural work complete, I took both my TR3A overdrive gearboxes up to TRGB and we removed the top covers to have a good look inside. Both appeared to be in good shape, turning freely and quietly with no signs of chipped teeth. The gearbox that was in the car was not original but from an earlier car with the short Type-A (Bomb) starter motor, so the bell-housing had been modified by a previous owner to accept the long Type-B starter. The car had been off the road for so long that I couldn't recall for sure whether there were

any problems with it, so we considered fitting the other one. This had been used in my previous car and rebuilt by Pete Cox as a spare in 1978 and never used – it still had the original Cox & Buckles' work ticket attached! However, to use this one we would have had to perform the same bell-housing modification by cutting out a section and making a cover.



We decided to save it as a spare or for resale and refit the gearbox and see how it went, so work started on the engine rebuild.

New or even usable second-hand crankshafts are rarely available, but fortunately, TRGB were able to supply a good second-hand crankshaft for reconditioning. We hoped that my prized SAH Stage 3 cylinder head with the big valves could be salvaged but the damage done when the crankshaft broke was too severe. This could have been a serious

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problem as usable cylinder heads are virtually non-existent, most having underlying crack development and even TRGB's extensive pile of used engines couldn't provide anything. Thanks to the TR Register's Spares Development Fund, new cylinder heads are available but are not cheap. However, back in the mists of time, Cox and Buckles acquired a small supply of new heads and I had invested in one of these which I had collected from Pete Buckles' home in Mitcham as they didn't even have premises at that time and carefully packed away for just such a rainy day (what foresight – wish I'd bought more!).

So my new StanPart head, SU carbs and inlet manifold were sent for rebuild. Taking advice from Richard, modifications this time were to be restricted to Stage 2 (fast-road), with standard valves and no port matching. It seems that current thinking is that a little intake turbulence is preferable to a smooth flow - who am I to argue with a qualified engineer? With no plans now to fit Webers, there would have been no benefit in going to Stage 3 again, so a little money was saved.

By February 2007, the rebuilt engine and original gearbox had been installed and we were approaching the interesting stage of rewiring, fitting up and trimming which I was intending to play a major part in on site.

Alas, fate intervened and following a heart attack and a short period in hospital, I was off work for 5 months and banned from doing any work on cars. We had set our hearts on having the car back on the road so that we could go to our first International Weekend in 20 years at Malvern in July which would also be the TR3A 50th Anniversary, so had to let the professionals carry on without my invaluable assistance! I suspect they were glad to be able to get on quickly as they had plenty of other work backing up.

In April, I had a phone call to say that the engine had been reconditioned, the head modified and everything was now up and running but the gearbox was more 'grate' than 'great', so it was removed and sent for rebuild. Once this was done and the car sufficiently complete to be properly test-driven, it transpired that the overdrive was not working. The gearbox was removed again and the overdrive separated and sent for rebuild.

[I don't know where TRGB got this done -

TRade secret apparently - but they did a good job and the overdrive operation is very quick].

The car was then taken for its first MOT since 1988. Next phone call: "*The good news is - it passed; the bad news is the gearbox dropped most of its oil on the floor overnight*". Fortunately this was found to be due to just a trapped O-ring, so the gearbox didn't have to come out for a third time. [Even now the gearbox still leaks a little but I've decided it's just its way of ensuring it gets a regular dose of clean oil, so I just top it up every 3000 miles when I grease the suspension, steering, etc.]

By June 2007 the car was ready to refit the internal trim, carpets, hood and tonneau. I had re-trimmed the car in the early '80s using a Jim Hawkins trim kit with leather seats and tank cover but the carpets were a darker red than the vinyl/leather. Although the contrast was nice, we decided that as the carpets had become so filthy and discoloured during storage, we would have new ones in a matching red. However, the only supplier that had stock of the correct colour was John Skinner and he only had it in wool. Not my preferred material for the floor of a car which was, would be, and now is, driven topless whenever possible and invariably gets caught in torrential rain several times a year. Nevertheless, the decision had been made so despite the obvious extra cost and usability issues we decided to go ahead. This proved to have a significant impact on our plans.

As the target date drew ever closer, TRGB were still waiting for the carpets. Not only that, but the car was now taking up valuable storage space needed for other projects, so they offered us the choice of taking it with no carpets or refitting the old carpets (and possibly the old hood and tonneau) and fitting the new items after the IWE or whenever they turned up. Having got so far and spent so much, we didn't like the thought of having to turn up at Malvern with the car in an unfinished state, so decided to wait and see if the carpets arrived in time. With just over a week to go, there was still no sign of them and TRGB suggested we take the car anyway if we wanted to go to Malvern. The thought of driving an unknown quantity on a long journey, combined with the prospect of camping for the first time (we

hadn't booked a B&B) with equipment last used several decades ago, on top of the disappointment of not having the car in a presentable state made us decide to forgo IWE 2007. As it turned out, that was a stroke of luck for us, as that was the year of the great floods and not only did very few actually make it to Malvern but several unfortunate owners had newly-restored TRs severely damaged by flood water.

In August 2007, shortly after the non-IWE, the carpets were delivered and trimming completed and we collected the car.



After a flying visit to Luton DVLA office to sort out and update the licensing documentation and get a tax disk, we were ready for our

first TR event in the car at Knebworth. Although only a 10 mile journey, even that wasn't totally uneventful but that's another story and one best left untold.

Nevertheless, for a totally rebuilt car the first few miles were remarkably hassle-free and we decided to enter the Sporting Bears Motor Club 'Rumble in the East' tour. This was a 450 mile weekend outing and took us up to 700 miles for a return to TRGB for the first oil change, general health-check and to fix a few minor problems. After that it was simply regular driving on fine days during the winter and then off to Prescott hillclimb to complete the running-in!

There are still lots of small bits and pieces to finish off or improve and these are being done very much at leisure as the car is in regular use all-year round, including shopping trips. We have now done about 15,000 miles, much of it on SBMC tours and holidays using mainly country and mountain roads which have provided a challenge for both engine and suspension. Exactly what we wanted the car for - driving, not polishing!

Footnote: In the unlikely event that anyone wants to catch up on earlier instalments, just email me for copies or download from the LVG website.

Classified Adverts

If you have anything to sell/buy or lend/borrow, please email me and I will include it in the next TRunnion.

FOR SALE

Time to clear out a few remnants that I will never need.

Pair snow chains

To fit tyre sizes 560x13 (560x330), 145x14 (145x355, 125x400), 600x13 (165x13).

Unused and stored for many years in their original packaging. **£20.**

Sealed beam headlights (used)

For anyone still using sealed beam headlamps, the current prices are variable but rarely cheap.

I have the following used items, recently tested and working on both dip and main beam.

* 5 x Lucas (Lucas moulded into the glass, although some have 'OSRAM' stamped on the back)

* 2 x CGE (Made in Canada)

All are RHD (dip-left) and were removed from my cars at least 30 years ago.

Take the lot (Seven) and never have to buy another **£30** (Cheaper than replacement H4 bulbs).

TR3A Bonnet £125

Early 2-slot bonnet without raised hinge pressings.

Excellent condition (apart from blue Hammerite paint). Includes the bonnet release lever.

Brian Chidwick (Contact details as on page 1)

Coming Soon...

THE WORKS TR4 RALLY CARS



A talk by Ian Cornish

Owner of 4VC since 1969, Vice President of the TR Register

Synopsis:

- A brief overview of the competition scene for Triumph TRs as it was in the late '50s and early '60s.
- What led to the formation of a new Works Competition Department at Triumph, how the TR4s were developed, the rallies in which they competed and the successes they achieved.
- What went into making a road car into a Rally car.
- How I was fortunate to buy 4VC - and what I discovered I had bought.
- The re-build of 4VC in the early 1990s and what that revealed.
- The rediscovery of 6VC and 3VC, and what has happened since.

The talk is illustrated with more than 150 photographs from the 1960s together with additional photographs and other material from the rebuild of 4VC in the early 1990s, and lasts about two hours (including a re-fuelling stop!).

SOME FEEDBACK ON THE TWO PREVIOUS PRESENTATIONS:

Graham Robson: "Want to let you know that I enjoyed last evening's lecture very much indeed, and was vastly impressed by how fluent you were, and by the vast scope of the presentation".

Steve Rockingham: "wanted to congratulate you on a wonderful talk all about the Works TR4s."

Harry (TR5 Nutter) Dent: "a huge thank you from me. Really enjoyed your presentation."

Ian Freeman: "the evening was a total success!"

Mike Boling: "had loads of calls-mails from our members saying how much they enjoyed the evening."

Andy Dimbleby: "The feedback has been wonderful so thank you for such an interesting, informative and entertaining evening.....I don't know where the time went."

Essex Group Report: "The Group Leader said he had received only complimentary reports about the presentation – 'Brilliant', 'Fabulous', 'Engrossing', 'Entertaining' and 'The Mutt's Nuts' were some of the epithets used."

We were hoping to arrange for Ian to provide a repeat performance of this very popular talk locally last year, but both he and Jon were heavily committed to the TR4@50 event at the IWE. Plans are now afoot to arrange a suitable venue and date as soon as possible.

Jon is checking out available dates at Knights Templar School, Baldock and I will see what is available at several possible venues in Stotfold if that fails. Ian Freeman believes there are quite a few from London and Essex groups that missed Ian's previous talks, so Baldock and Stotfold being on the A1 would make it easy for them to attend, plus perhaps Camb Followers, Nene Valley, etc.

Details will be published in TRUnion and on the LVG website, and probably also in TRaction as a number of other groups have expressed an interest in attending.

To help us estimate numbers, please let me know if you would be interested.

STOP PRESS: Provisional date is Sunday 25th March at Knights Templar School, Baldock