

The TRunnion

TR Register Lea Valley Group

2012 Issue 3 (May/Jun)

LEA VALLEY GROUP COMMITTEE 2012

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MEETINGS VENUE

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

(Plenty of parking space behind pub).

N.B. This is a 'lunchtime meeting', not specifically a 'lunch meeting' – food is optional and you don't need to book.

WEB SITES

TR Register: www.tr-register.co.uk
TR Forum: www.tr-register.co.uk/forums
Lea Valley Group:
www.groups.tr-register.co.uk/lea-valley

This following event list is provisional - a full calendar will be published in the next TRunnion, so NOW really is the time to let us know what events you want - old favourites, new events, new places, etc.

2012 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 about, as well as 'official' LVG events.*

May 19-20: STMD, Prescott

[See details below if you wish to go down in convoy on the Sunday]

May 20: Classic Rally & Autojumble, Old Warden

May 20: Chiltern Hills Rally, Aston Clinton, Bucks

Jun. 3: Group Lunchtime Meeting

Jun. 9: Letchworth Classic & Vintage CC Picnic, Halls Green, Weston, Herts.

Jun. 10: Luton Festival of Transport, Stockwood Park, Luton

[Contact Paul Richardson for tickets]

Jun. 17: Father's Classic Day Out, Woburn Abbey (or possible alternative event at Marsworth)

Jun. 24: CACCC Tibbles' Tour

Jun. 30-Jul. 1: Retro show, Santa Pod

Jul. 1: Group Lunchtime Meeting

Jul. 4: Classics in the Walled Garden, Luton Hoo

Jul. 15: SBMC Kimbolton Fayre/Classic Car Show

Jul. 22: LVG Tour (Provisional)

Jul. 20-22: Silverstone Classic

Jul. 25: Classics on The Common, Harpenden.

Aug. 5: Group Lunchtime Meeting

Aug. 10-12: TRR International Weekend

Aug. 25: Camb Followers - Lincolnshire Aviation Heritage Centre, East Kirby

Aug. 26: Little Gransden Show & Flying Display

Aug. 26-27: Knebworth Classic Motor Show

Aug. 26-27: Oxfordshire Classic Car Show, Blenheim Palace

Sep. 2: Group Lunchtime Meeting

Sep. 14-16: Goodwood Revival

Sep. 22-23: Kop Hillclimb, Princes Risborough

Sep. 29-30: CACCC Falling Down Tour

Oct. 7: Group Lunchtime Meeting

Oct. 7: TSSC All Triumph Day, IWE Duxford

Oct. 14: BMH Four Hour Relay Race – Snetterton
[All-Triumph team will be there!]
Oct. 20: Nostalgia Forum Motor Sport Film
Show, Albury, Herts.

Nov. 4: Group Lunchtime Meeting

Dec. 2: Group Lunchtime Meeting/AGM

**Jan. 6, 2013: Group Lunchtime Meeting
40th Anniversary.**

*Note that several of these events are
provisional. We have received a few new
event suggestions but would welcome many
more before finalising the calendar.*

EDITORIAL

It's hard to believe that we are still only a third of the way through the year as I write this, bearing in mind the number of events we have already had. Sadly, the April showers are a constant reminder and May seems to be worse, so I've given up washing the TR (well, any excuse), but definitely not driving it.

At the end of March, LVG hosted a talk by Ian Cornish on the Works TR4 rally cars and we were fortunate to have the support of several TR celebrities with their cars (see separate report). The event was well attended by Register members from far and wide and other classic car club members and enthusiasts. It was great to see so many Triumphs in the car park so early in the year.

Several TRs were out on the CACCC Springing-Up Tour and many more a few weeks later on the MK Classic Tours' Drive It Day. The latter event has been popular with LVG members for a few years now, so we joined them for the first time and I was not disappointed. The laps around the Millbrook Alpine Circuit and a drive at the Silverstone Porsche Driving Experience were a real joy. It was a nice change to have my son, Ben as navigator for the first time and he was busy filming and posting on Facebook throughout, until his phone batteries called it a day. Whilst he's not a 'TR Yoof', he certainly enjoyed the event with such a mixture of ancient and modern/future classics, especially the display of competition cars at Prodrive, although the new WRC Mini was nowhere to be seen. I guess I'll have to put him on the insurance now and let him see what the old banger is really like to drive, although he would definitely prefer one of the Nissan Skylines or Subaru Imprezas.

We still have most of the regular favourite

events in the calendar but are TRYing a few new ideas this year. At the May Bank Holiday, we supported the Barking Mad Novelty Dog Show at Broom to raise money for 'Hounds For Heroes'. Several members entered their dogs and we were asked to display some TRs, so this provided a change from the usual type of event. Sadly, the typical British Bank Holiday weather resulted in a lot of very dank dogs and as the White Horse pub next door was closed for refurbishment, a number of us adjourned to The Cock for the second day on the TRot – much to the landlady's surprise. I haven't yet heard how well Dave Randall and Jean Holden did with their bric-a-brac and jewellery stall, but suspect the results were poor reward for their sterling effort.

There is a lot going on in June/July, including the Letchworth Classic and Vintage Car Club's Picnic, Tibbles' Tour, the Retro Show at Santa Pod and the SBMC Kimbolton Fayre/Classic Car Show. However, the events calendar is still very flexible, so if anyone wishes to suggest a new event or destination for a drive out or alternative (perhaps an evening) pub meeting, please contact the committee.



BrianC

LVG 40th Anniversary in 2013

The group will be 40 years old in January, so please let the committee have your ideas for how we should celebrate this achievement. As a founder member, I would also like to invite as many other old lags as possible, so if you have contact details for any former members, please let me know.

Scuttlebutt

(formerly News, Rumours & Gossip)

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.

No Scuttlebutt this issue as I felt the following news 'Update' from Chris Cunnington was more important.

However, I'm sure you will send in plenty of scurrilous items for the July/August issue.

Update for April 2012

An **Update** for all Group Leaders, Archive, Registrar and Technical teams of the TR Register from Chairman - Chris Cunnington
chairman@tr-register.co.uk Home - 01962 880883

In this edition of *Update* I am pleased to advise you of recent progress in matters relating to the running of the club. The latest committee meeting was held on 29 April 2012 and there are a number of important issues arising from that meeting which I know will be of interest to you all. I will also report on these items in TR Action but as this will be some four weeks away, I feel some early details would be appropriate.

New Editor for TR Action

We have appointed a new Editor for TR Action. Kevin Warrington was amongst several who expressed an interest in the post and his application was considered by committee on 29 April 2012. Following a very good presentation and interview, committee unanimously offered him the post. He has formally accepted. And will now be responsible for the TR Action production team. This is a good time to congratulate the magazine production team too, for doing a very good holding job over recent issues – thanks and well done.

Amongst Kevin's early aims is to consider the matters raised at the recent GLs' meeting. Please let him know what you want in your magazine. I know he is someone who will listen and respond to your requests.

The appointment of Kevin Warrington as Editor means that he will vacate the post of western area co-ordinator. The western area is large. For some years there have been some 11 groups and we have intended for some while to review these arrangements. We are undertaking that work and I will report more news later. If you have any members who have an ambition to become involved as an area co-ordinator in the western region please get in touch with me in the usual way.

General Manager

With this important piece of business discussed it was thought the major item of the day had been covered. It was with some surprise then, that in the very last request around the table for AOB items, Allen Forster announced that this would be his final committee meeting. He would be resigning from the General Manager job with effect from 15th June 2012 and taking up a post of engineering inspection officer with a major insurance company.

This was a great surprise to the whole meeting. Not even your chairman had been made aware of Allen's intentions beforehand. The meeting was stunned into silence at the suddenness of this news. Allen has given four years good service to TR Register and we are very sorry to see him go, but nonetheless wish him well in

his new position. He has told me since the meeting, that the wider opportunities of working for a large company, together with the opportunity to travel outside an office environment, are particularly appealing to him. Maybe the freedom from being tied to a desk and the related and dreaded email burden could also have been amongst several factors in him coming to his decision to resign.

Dealing with change

So what now, I hear you say. We have a crowded programme of events planned around the country and of course, no small matter of an International Weekend to handle. Dealing with priorities, we need cover for the post whilst we advertise and recruit a new GM. This is likely to take at least 2 -3 months bearing in mind a successful applicant may have to work a period of notice which is usually at least a month. The committee agreed that the chairman and treasurer should address and resolve the immediate problems and set the recruitment process in hand.

This has been done and we have reviewed the options. I am very pleased to tell you that we have a solution to the immediate vacancy. We have invited Ian Brown to act as general manager until a new GM is appointed. Many of you will have worked with Ian over the past few years on a variety of TR Register club business. His experience with the Register goes back several years, to when I was GM. He currently works one day per week at the club, is fully up to date with club business and has the knowledge, experience and maturity to do this work. He has no aims or ambitions to become the new GM, but is happy to manage the position on a temporary basis.

An advertisement for the GM post will appear in TRAction 258 when next published on 28th May 2012 and in the press and our website.

Support

I am sure you will give both Ian Brown and Kevin Warrington your full support in the coming months. We have lots of challenges ahead but these despite changes we can and will cope well with our revised arrangements. Please let your group members and colleagues know of these new appointments and the actions we have taken to manage the changes.

With Best Wishes,
Chris Cunnington
Chairman TR Register
30 April 2012

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Jean Holden has asked me to include this letter, which will also be published in TRaction.

Dear Editor,

To all the friends of Eddie (Holden) and myself, Jean, I should like to say a belated 'Thank You' for the support that was shown to both Simon and I on that very sad day last May.

I am writing this today on the first anniversary of Eddie's passing, 17th April (of all days, 'Drive Your Classic Day' – an occasion that he would never miss).

What a wonderful send off he was given; friends had come many miles and I cannot thank you enough. Simon and I were overwhelmed by the sight of 28 TRs in the village, including KDC717G which was Eddie's pride and joy.

Thanks must go to Ian Cornish, John Burningham and Brian Chidwick for the support they have given me over the past twelve months, trying to sort out the terrible mess that our chosen charity, 'Help For Heroes' had made. I was hoping to give you a total of donations, but we have given up on that now.

I do hope to see many of you again sometime and I will end by saying what a great thing Eddie and I did in joining the TR Register back in 1977. It enriched our lives and made many friends.

*Thank you all,
Regards,
Jean and Simon Holden*

Framed TR print for sale in aid of Hounds For Heroes

Jean Holden is offering the **framed** version of this print, presented by LVG to Eddie on his 70th birthday. Whilst the objective is to raise as much money for 'Hounds for Heroes' as possible, Jean would like to offer it to LVG members first. Bearing in mind that the **unframed** print is currently advertised on the Moss website at £34.74, Jean's nicely framed copy must be worth at least £50. I have been forbidden by SWMBO from buying any more TR pictures, so will act as impartial auctioneer. If anyone is interested in bidding for this, please email me your bid and I will keep you informed of the current highest bid. Closing date for bids will be Saturday 30th June 2012. If no bids are received over the reserve price of £50, then it will be offered under the same conditions on the TR Forum and in TRaction. Last resort will be eBay, but I'm sure it will not come to that.

Remember, this is for our chosen charity, so make Eddie proud!

Moss description:

This specially commissioned limited edition print commemorates the 21st Anniversary of the TR Register. The picture is complemented by a pictorial mount depicting some of the more modern competition TRs. Ken Richardson - then head of the Standard Triumph Competitions Department, signed each numbered print together with the artist, Lawrence Bold-de-Haughton. The full colour 24" x 36" print has been produced to the highest standards as specified by the Fine Arts Guild and is strictly limited to 850 prints worldwide.



Don't forget: Jean will have a stall at the Meppershall Gala on Saturday 30th June, selling items to raise money for Hounds For Heroes which LVG is supporting this year. She is organising a small display of classic cars representing British cars of each decade. Please contact Jean on 01462-815161 if you have an '80s or '90s car suitable for display, or items for sale.

'The Works TR4 Rally Cars' talk by Ian Cornish'

Well, what a turnout - we filled the front car park at Knights Templar School in Baldock with TRs and a large contingent of TSSC Triumphs. Neighbouring groups and inTRapid pilgrims from as far afield as Essex and Wessex, Shropshire and Goodwood, plus representatives from other marque clubs bolstered the ranks of the Lea Valley Group faithful. Sadly I didn't get a chance to see all the cars close up, take photos or to speak to everyone that came, but from the personal comments immediately afterwards and emails received later, the event was a success (huge sigh of relief!). I have received some photos taken on the day and include a small selection here, but if anyone else has any I would like to create a gallery on the LVG website.

As most members know, Ian has owned one of the Works TR4s, 4VC since 1969. Like a certain well-known DIY product, Ian's talk does exactly what it says on the tin (or at least in the advance posters). He began by describing the competition scene for Triumph TRs as it was in the late '50s and early '60s, leading to the formation of a new Works Competition Department at Triumph. When you hear, how the TR4s were developed, the rallies in which they competed and the successes they achieved, it is surprising how little was actually done to make a road car into a very successful rally car – all very basic, sensible engineering on a shoestring budget. Ian described how he came to buy 4VC and how he discovered the TRue nature of the beast. Whilst the unknowing purchase of such a significant car was fortunate for Ian, it has turned out to be key in understanding and researching the works cars of that era, which may not have been the case if it had not fallen into such safe hands. The careful dismantling and rebuild of 4VC in the early 1990s yielded much useful data, used since, not only to resurrect two more of the four Works TR4s, 6VC and 3VC, but also to create parts and modify other TR4s for serious rally and competition use today.

The talk is illustrated with many period photographs from the 1960s, together with additional photographs and other material from the rebuild of 4VC.

Thank you to all who attended and especially to Ian Cornish, Tony Sheach, Mike North and Graham Robson for their support. Ian's talk was excellent as expected and I personally learned a lot, but the presence of Graham, Tony and Mike with 3VC and Works-respectively) to together with their cars (Works replica 93LNK make up the TRio into a very special was great and it's those of us that sporting heritage knowledge is the next from Tony's



much new information is still being extracted from people who were in the front line of factory competition and development and clearly his other TR4, BST82B (a.k.a. 'Beastie') is benefiting from taking this development to the next level using modern materials and technology.

We consider ourselves very fortunate to have had such generous support for the first Lea Valley Group event for many years. Whilst not everything went to plan (e.g. the bar!) and we have learned some lessons, it seems the event was enjoyed by all that attended. I have received a number of emails confirming this, in addition to those who personally thanked us at the end, some of them having TRavelled (sorry Ian - I just can't break the habit!) 2-3 hours from distant groups. I have the distinct impression that several of them are hoping to persuade Ian to present in their own area later this year and I would urge anyone that gets a chance to catch one within an hour or so's drive to do so.

Finally, on behalf of the LVG committee, thanks to all who helped with planning, setting-up, marshalling the car park and clearing-up afterwards.

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As an afterthought, I wonder if there is scope for someone doing a separate talk on the race cars, including those entered by Triumph and also by Kastner, Tullius, Hurrell, Woodcock, et al. Could be interesting if some of the current owners of the Works cars and some current competing cars came, along with their cars. Perhaps an IWE event? Just don't ask me to organise it!

The following photos were kindly provided by Graham Orchard.



Springing Up (& Rolling Back)

This year's CACCC 'Springing-Up Tour' was based at the Sudbury House Hotel in Faringdon, Oxfordshire. On Saturday, all entrants made their own way to Faringdon, providing the opportunity to stop off at places of choice on the way or arrive early and explore Faringdon. This is a small but attractive town which we had never visited, so we arrived in time to have a good walk around, including the Folly - first the local pub of that name and then the local landmark tower on top of a hill with clear views over five counties. It is generally believed that Faringdon Folly is the last folly to be (deliberately) built in England.

Fortunately, we had time to raid the local bakers for some excellent pasties and also a large pub in the town centre that had only just been refurbished and was under new ownership, several of the previous landlords having run the place into the ground. We all met up for an excellent dinner, concluding with the customary raffle in aid of charity, with prizes donated by sponsors and entrants. I think almost everyone won something and Pete Muncer got the star prize - just reward for the effort he had put in to plan the tour route. You'll probably never have a flat battery again Pete.

The following day dawned damp and misty, so after drying off the car there was just time for a hastily snatched photo of the Folly before



setting off on the first section of the route taking us to the Cotswold Motor Museum at Bourton-on-the-Water. Although Lynda and I have driven through Bourton several times on other tours but not had time to stop, we decided to make the most of this opportunity and spent a couple of hours in the museum.

This was a revelation, as in addition to the cars, motorcycles and caravans, it was packed to the rafters (literally) with automobilia, model aircraft and lots of general household ephemera. We could easily have spent half a day there and still not seen everything but leaving some for another visit, we had a leisurely look around the town's model railway exhibition and other attractions before setting off south to Pendon Museum in Long Wittenham.

We have visited Pendon several times before as I have dabbled in railway modelling at various stages and the museum is famous for its recreation of Vale of the White Horse area with extremely accurate models of actual villages, farms and buildings. However, we were running very late and couldn't afford to give it the time it justified so passed it by this time. I hope others enjoyed it, as it is far more than a model railway (unlike the one in Bourton!), and a great place to relax and imagine life as it was in that beautiful area in the 1930s.

We hoped to be able to stop for a lunchtime drink during the next section to Hughenden Manor, but being so late, the pubs were very crowded and parking virtually impossible as it was Mothers' Day. Later on there were a few possibilities but the weather did not lend itself to stopping and putting the hood up so we pressed on to stay dry (on the outside as well as inside - could have murdered a pint!).

Our only regret is that we didn't get much chance to socialise this time and mostly only saw other cars passing in opposite directions en route to and from checkpoints. The exception was the Powder Blue TR4A of Chris and Reanne which was following us a couple of times. The last time was almost too close for comfort as my car stalled on the steep climb up to the Hughenden Manor car park due to a low-revving/idling problem scheduled to be resolved on a rolling-road a few days later. The handbrake wouldn't hold long enough to restart, so we were in danger of rolling back into their car. Lynda got out and explained, so they backed up and we rolled back, restarted and got up OK but decided not to risk stopping again. I'm not sure they understood our problem, so I hope someone shows them a copy of this TRunnion as all is explained elsewhere. Needless to say, I made a note to adjust the

handbrake before the MOT and the forthcoming SBMC tour in Cumbria where the hills are similar or worse!

Whilst the car was running fine at speed, the idling was a concern so we made a hasty exit from Hughenden and kept going on the last leg back to Harpenden. Consequently, we arrived back rather early (5:00pm), so the Carpenters Arms was not open and we decided to head for home before we froze.

This is the second CACCC tour that we have done and once again we really enjoyed it. The route devised by Pete was very scenic, despite the weather. How does he find those long deserted stretches of country road? The long single-track and narrow lane section was especially enjoyable. We are both looking forward to Tibble's Tour and I hope more LVG members will join us. Meanwhile, we have plenty of TouRing still to do.

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Pete adds:

Glad you both enjoyed it. I claim that 20 years as a rally co-driver has given me a "nose" for sniffing out interesting bits of road (so far anyway!). Pity the weather was chilly, I guess the event was a bit too early in the year - also we'll avoid Mothering Sunday from now on - we stopped at the first village pub after Bourton and had hot soup sitting at the bar. Pendon was always going to be a venue which some would like and others not so much, but at least it was something different. My only car problem was the rev-counter emitting a screeching noise (presumably the cable dying), so we disconnected the thing and drove by ear from then on. See you on MK Tour - entry forms for Tibbles should be out soon.

~*~*~

Rolling Road Revelation

As already mentioned, we experienced some performance problems with our TR3A on the Springing-Up Tour, with increasingly poor idling and cutting-out at inconvenient moments. I had already booked the car into Wilsher Garages at Wimpole for a rolling road session to sort it out. Peter Baldwin was highly recommended as he had managed to sort out Chris Glasbey's highly tuned, Weber-aspirated TR3A where others had failed. When I first visited, I was pleased to see a TRuly 'old-school' garage, reminiscent of the

period in which our cars were built and clearly far more concerned with performance than putting on a fancy front. With track and rally cars scattered around and a classic or two in for servicing it was unsurprising that the diary for rolling road treatment was booked well ahead, so I was unable to get in before the tour.

Come the day, I was anxious as to what would be found and whether it could be fixed without major work. I had not been on a rolling road since 1972 when I bought my first TR3A and took it to a rolling road on a farm somewhere in the rural south of Hertfordshire. Having seen the treatment of some cars on other rolling roads in recent years, I was concerned that mine was not over-revved as, although mildly tuned, the bottom end has not been balanced. Peter assured me that whatever I might do in the car with the loud pedal, he would limit the revs. He also pointed out that he does not bother with workshop settings for timing and fuel mixture, preferring to set engines up by experience and concentrating on extracting maximum power where it is needed. Considering his experience, which included starting his career working on Vanguards and TRs in a Triumph garage, this seemed a safe bet.

After manoeuvring the rear wheels onto the rollers, I was then instructed to boot it and straighten-up to centralise the car. Peter then plumbed the car into the diagnostic equipment and told me to drive the car normally through the gears using and then hold it at or near max revs. This was repeated a couple of times once the equipment had been calibrated and we then discovered the first problem - fuel starvation at sustained high revs was causing the power output to drop to around 30 bhp!

How embarrassing! Peter immediately pointed the finger at the murky in-line fuel filter that had been fitted on the inlet side of the fuel pump. Although the fuel inside was clear, Peter explained that the plastic filters become soft quite quickly with modern fuel and the tubes collapse under vacuum. Hence, they are not really suitable for use on the inlet pipe, especially for 15000 miles as this one had been. In mitigation, when the car was rebuilt, this had initially been fitted as a precaution as the original tank was refitted. Fortunately I had planned to renew

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the filter and had a replacement with me, along with lengths of new flexible fuel pipe of various sizes, all marked 'Suitable for unleaded fuel' (I've previously discovered the hard way on both TRs that anything not so marked will perish within a very short period), so the filter was duly replaced.

The previous procedure was repeated and power was up back still dropping back to 80 bhp after a while. Peter then decided enough was enough and removed the filter as the mesh filter in the AC pump should be sufficient on its own. That did it and with some tweaking under the bonnet and rotating the distributor to give maximum power at the top end, we got 110 bhp. By now, we had run out of time, so I suspect that there is a little more to be achieved, but a quick blast down the road revealed a major transformation for which I was very grateful.

As we all know, power figures from this type of exercise are never accurate. The real benefit of any rolling road or diagnostic tuning session is to produce an improvement with relative 'before and after' measurements. At first sight, this may not seem to be a cheap way to tune a car, but it is probably less expensive and more effective than replacing parts and hoping for the best using home tuning equipment or basic workshop manual settings – at least if you are a simple untrained DIY mechanic like me!

Driving home the long way via a mixture of country lanes and dual carriageway convinced me that it was money well-spent on an enjoyable and informative couple of hours.

[There is a sequel to this which I will relate in the next issue.]



Drive It Day



Does anyone have any photos of this event? I was far too busy enjoying myself to take photos and filming was prohibited at Millbrook.

This one was taken by my son Ben at Prodrive.

However, official photographs of cars in action on the Alpine Circuit and at the Porsche Experience are available for sale from BKB Photographics (<http://bkbphotographics.co.uk>)

The Triumph gallery is at

<http://gallery.me.com/bkbphotographic#101605&view=grid&bgcolor=black&sel=257>

Definitely an event to try at least once again as it's hard to make the most of it first time when you haven't seen the tracks before. Like Arnie, I'll be back!

Forthcoming Events

Here is the current information on a few of the forthcoming events. As always, check on the website for the very latest or changes.

STMD Prescott – Sunday, May 20

From Paul Richardson:

Speaking with everybody yesterday (at the Dog Show) we thought we would meet for Prescott on 20th @ 08.00 either North A5D Milton Keynes or South, whichever is easiest for most people...but see what the weather forecast is the day before???

Please contact Paul if you plan to join the convoy down.

Luton Festival of Transport, Stockwood Park – Sunday, June 10

Paul Richardson has booked 10 tickets for this so please contact him if you need a ticket. This is one of the few local events that still has a reasonable autojumble, so I just hope it's not as wet as last year!

LVG Tour – Sunday, July 22

Several members have previously expressed an interest in a local tour and Pete Muncer has kindly offered to devise a route.

Pete has a lot of experience in planning tours, not least with the CACCC which a number of LVG members have enjoyed.

Following initial discussions with Pete, the current proposal is for a tour of around 120 miles, starting at Baldock Services and finishing at Broom, with a couple of venues to visit during the day. The event would be a 'Touring Assembly' as defined by the RAC Blue book. Therefore, the actual route would be optional, so entrants would be free to follow any or all of it and visit suggested venues if they wish. Navigation would be simple, using the normal Tulip-style road book as per CACCC tours and there would be no timing or other competitive element.

Whilst the primary objective of organising this is for the benefit of LVG members, especially

those who have never tried a tour, we would probably open it up, at least to other local groups and TRR members, to ensure a reasonable-sized entry of 20-30 cars and make it worth Pete's not inconsiderable time and effort, but including non-members might complicate the insurance situation.

I can't remember exactly what the state of play is re-insurance, so I will contact Rob Murphy and check out what we can/can't do under the TRR insurance.

Note that the suggested date is the Sunday of the 3-day Silverstone Classic, so if you wish to do both events, you should book Silverstone tickets for Friday and/or Saturday.

Please contact me (Brian) if you think you would like to join us and I will keep you updated.

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

TR2

Lots of extra bits and spares including full windscreen, sidescreens, original hood also included the car is in good running order with MOT and Tax plus a huge history file including DVD of the chassis up rebuild and Heritage certificate etc. For more information, please contact Steve Smith (East Saxons Group) at copsehillsteve@btinternet.com **£21,000**
[Email contact preferred as work keeps me away quite a lot].

1974 TR6 - Mimosa

Surrey top; custom-made mohair hood, original engine, fully rebuilt and unleaded; poly-bushed with Spax all round; up-rated drive shafts. MOT August **£13,500**
Tel: 01920-822728

Pair Stromberg CD175 carbs and linkages

Removed from my TR4A over 30 years ago in good working condition (replaced by SUs!), but will need new diaphragms, seals, etc by now. Includes both interconnect spindle assemblies and fuel pipe assembly – but no inlet manifold. **£60**

Brian Chidwick (Contact details as on page 1)

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 TRunnion and the website, especially photographs for the gallery.

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 (now thankfully finished).

I know many others have stories to tell, not only of rebuilds or major projects, but how they became ensnared by this strange TR-addiction and how they use their cars – touring, competing, concours, etc.

It would also be really interesting to hear from newer (and, maybe, even younger) members and some of those who do not, or cannot, regularly attend local meetings.

Views of wives, girlfriends and partners would be especially welcome.

I am grateful to Julian Hensman for the following article (which he promises is the first of many) and hope that it will encourage others to have a go.

TR6 – Julian Hensman

I spent at least 5 minutes trying to come up with a title for these notes, something witty and catchy like TRunnion, but I failed abysmally. I therefore entitle the piece "TR6" for obvious reasons and leave it to the readership to perhaps suggest a better title as time goes on.

~ ~ ~

In the beginning ...

I wanted to make a contribution. Since I joined the TR Register and started attending the Lea Valley Group meetings, I have experienced nothing but friendliness, good humour and general nicety. I am not an expert on TRs, nor even on the topic of car mechanics in general, but I do know a bit. I spent six months, many years ago, working for Paul Grist restoring historic Alfas and Maseratis from the '30s, '40s and '50s, followed by another six months working for Brown and Gammons (sorry Ron).

Combined, they provided a good grounding, but above all a tremendous fascination and interest in older automobiles. Since then, the single car that has impressed me most, apart from Paul's 1932 Alfa 8C Monza, is the TR6. Those big wheels and throaty exhaust justify Clarkson's claim that the TR6 is the only convertible a guy can drive without looking gay. I am on my second TR6 now, with a long gap in between, and I'm in heaven.

I thought therefore I would offer a narrative of my work on the car, in my efforts to preserve it and improve it. Call it a veiled cry for help if you will, or a problem shared, but I will try to describe the work I have done and some of the pitfalls that I am sure you all already know well. Perhaps anybody wanting or willing to respond can tell me all my wrong doings and put me straight where necessary. For others, it might be encouragement to try

to do some jobs themselves they would otherwise consider out of reach.

First things first. It was last April when I said to Magda that I thought it was a good idea to start following TR6 prices. I may be wrong but I seem to remember that collectable vehicles tend to go up in value during recession, something to do with interest rates being low. So follow prices we did. We even had a look at a couple of cars but they already seemed to be out of our price range, or in such a state that I would not touch them with anyone's. I saw one that was a bit rusty and the whole engine bay was Waxoyled! Seemed to run OK but as I couldn't really inspect anything that wasn't obviously rusty anyway, I left alone. Then I saw one, not my first colour (I wanted dark blue really), which was very reasonably priced but generally in very good condition. Caution was thrown to the wind and cutting a long story short, it was soon at home in the garage. Thank you Mike for selling it to me – I almost said to you at the time that you should be charging much more, but in the end settled on it being very competitively priced!

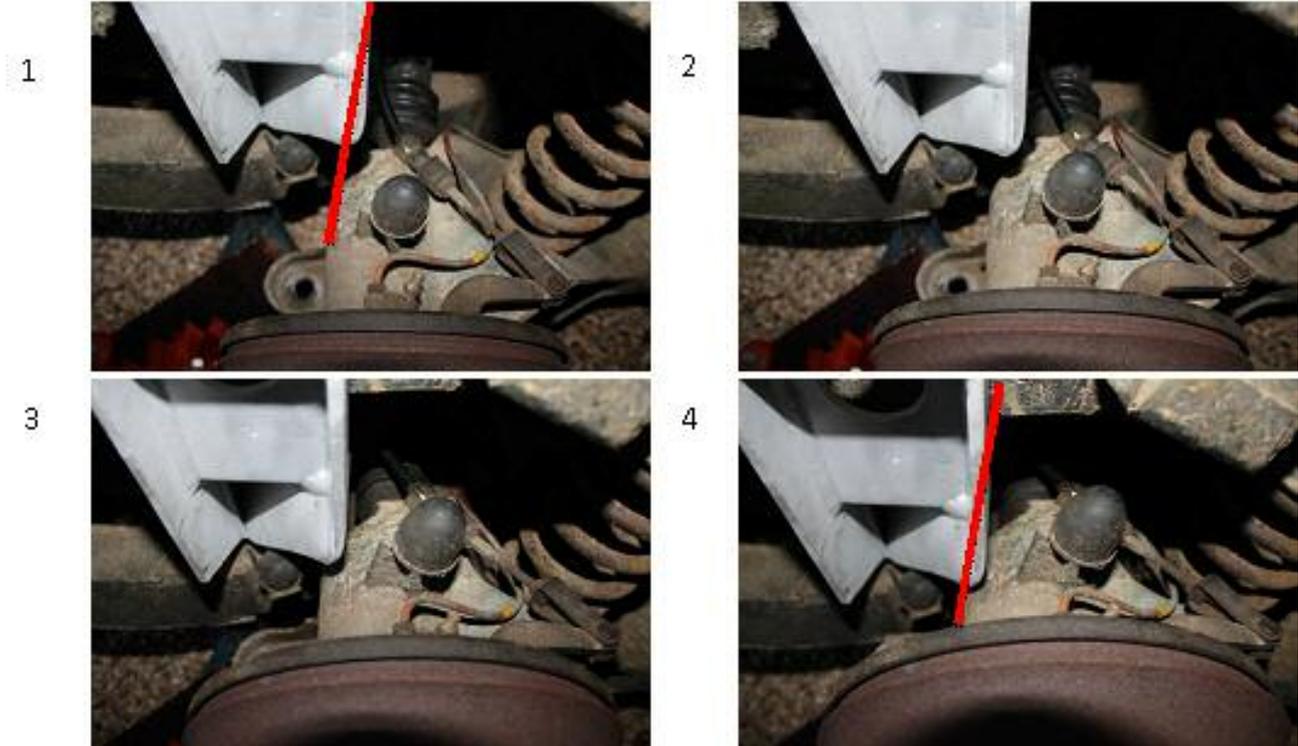
Shocking Stuff

So here goes. The only improvement I managed to do on my first 6 was to install Spax shocks at the rear. Naturally therefore, this was first on the list for the new car. Having done some reading, I decided to go the whole hog and install Spax all round. I

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did look at other brands but I definitely wanted them adjustable and decided to go with what I knew. One main difference though was that the previous kit I had on the old car was one of those cheaper versions that attach to the bodywork. I have read, and can understand that this is not a good idea as the actions of the shocks over every bump is to try to separate the body from the chassis! The answer this time then was to

get some brackets. After checking around the best shapes seemed to be those provided by Racetorations and these are the ones I bought. Excellent. Or that's what I thought at the time. In fact, it was excellent, but there was a period of time during which I thought I had real issues. The problem was that once the brackets were fitted, the trailing arms hit them as they travelled upwards...



The red lines in pictures 1 and 4 show roughly what I thought the line of travel of the rear of the trailing arm was. Picture 4 clearly shows how much overlap there was, about 2 cm in all I guess. So this was very worrying.

At this point I have to make special mention and thanks to Darryl at Racetorations as he very gracefully took the brackets back and adjusted them, twice! He also provided a lot of advice and reassurance. I am sure I knew there was nothing wrong in the first place with the brackets, which meant the rear of my car was not in as good a shape as it looked. To this day, I don't know what the problem is. Either the rear cross-member is set on the chassis too far forwards and there was space behind it, or the outriggers to which the trailing arms are attached are set too far back. The thing is, the wheels sit, as far as I can tell, in the middle of the wheel-arch, so if the latter is the case, this may mean that the body is on in the wrong position relative to the chassis. Add the fact that there is a larger than expected gap at

the rear of the passenger door and I should be losing sleep.

So Darryl very kindly managed to reshape the brackets such that the trailing arms no longer fouled on them and they went on the car. Then came the next surprise. I put the back end together and the tyre on one side was now scraping against the top of the bracket! Aaarrgh! I placed a piece of wood across the wheel-arch and measured from the wood to the wheel rim. To my disbelief the driver side wheel was two full centimetres further inboard than the passenger side. Once I had discovered this fact, I could see the difference just by looking at it. I managed to do some further alterations by taking a bit of the alloy off the top of the bracket, and, er, adding a wheel spacer on one side. I realise this is far from ideal and probably needs a lot of attention, but I don't have the resources to

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take the car apart and to be honest, am far too interested in driving it. Brian has suggested I get in touch with Jigsaw in Kettering to get the geometry checked which I will do at some point but I don't think it is dangerous. Anyway, the rear shocks were fitted and the car was immediately much better for it.

Since then, I have also done the front shocks, plus some other suspension work.

More on this in a later post. Next time I'll tell you about some work I carried out inside the car, with a lot of help from my son Joe.



Julian Hensman

Caption Corner

Sorry – I just couldn't resist including a few more of Graham's photos –these just cry out for captions!



The Works' TR4 Rally Cars - another presentation!

Following the presentation at Baldock on 25th March, I was contacted by Tim Hunt, who is a member of both the TR Register and of Club Triumph (CT). Tim asked whether I would be prepared to give the talk to CT in Enfield - and, in the spirit of inclusion, I agreed. What's more, when I mentioned this to Graham Robson and Tony Sheach, both immediately said, "include me, too!"

After discussion within CT's committee about the size of the room available at their usual haunt, The Plough in Crews Hill, the venue is to be Whitewebbs Museum, which is just round the corner from The Plough. After the presentation, we shall move people and cars to The Plough to continue informal chatter!

The date is Monday 18th June, and the bar at the Whitewebbs Museum will open at 7 pm, with the talk starting at 7.30 pm PROMPT! The Museum's bar will be open at the interval, too! The Museum's bar does not serve food, and the chef at The Plough will have finished his shift by the time we get there - so eat beforehand or bring a nosebag! The flyer (attached) should give you all the information, but please contact me if you have any queries.

For those who may have heard the talk in Tring, Crays Hill or Baldock (or even in County Durham!), I can say that I have added some 15 photographs but, in order to avoid increasing the duration (which Maddy insisted was too long!), have re-worked my script quite extensively so that parts will be silent sequences!

Best wishes,
Ian Cornish

CLUB TRIUMPH in conjunction with THE TR REGISTER



THE WORKS TR4 RALLY CARS

A talk by Ian Cornish

Owner of 4VC since 1969 and Vice President of the TR Register.

With the participation of Graham Robson and Tony Sheach.

**Monday 18th June 2012 at Whitewebbs Museum of Transport,
Whitewebbs Lane, Enfield EN2 9HP
NGR: TQ 3180 9985**

Bar open 7.00 for 7.30pm PROMPT start.

From the west. Exit M25 at J24. Take A1005 (The Ridgeway), after 1.9m just past the Robin Hood pub turn left into East Lodge Lane, then right at the T junction into Cattlegate Road. Just past The Plough there is a ninety right. After 0.1m Turn left into Whitewebbs Lane and the Museum entrance is 0.1m on your right.

From the east. Exit M25 at J25 and take A10 south. Take the right hand lane and turn right at the first lights into Bullsmoor Lane. After 0.3m turn right at the T junction into Whitewebbs Lane and the Museum entrance is 1.7m on your left, just before the T junction.

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 will be illustrated with more than 160 photographs from the 1960s and additional photographs and other material from the rebuild of 4VC in the early 1990s, and will last about two hours, inclusive of a short interval.

Following the talk, we shall move to The Plough in nearby Cattlegate Road (EN2 9DJ) – the cars will have to be moved as well, so that the Museum's car park may be secured.

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

Letchworth Classic & Vintage Car Club Picnic – Sat. 9th June 2012

Press Release from: Letchworth Garden City Classic & Vintage Car Club

Release Date: 9th May 2012

ONE MONTH AWAY FROM A CLASSIC CAR PICNIC

There is just a month to go before the Letchworth Garden City Classic & Vintage Car Club picnic and family day takes place at Halls Green, Weston, Hertfordshire, on Saturday 9th June.

This immensely popular annual event, held in a beautiful rural setting, attracts large numbers of wonderful vehicles from the past including Rolls-Royce, Jaguar, Bentley, Healey, Morris, Austin, Riley and many more. Whilst most vehicles are pre-1970 there is always a good turnout of modern day classics including Porsche, Maserati and Ferrari.

Owners bring along their cars and picnics and enjoy a relaxing and quintessentially English afternoon listening to the band before indulging in scrumptious scones and cream from the tea tent. A highly entertaining car gymkhana gently tests the driving skills of entrants and there is a variety of stalls to wander around.

The venue at Fairclough Hall Farm is the permanent home of Harriet Kelsall's bespoke jewellery design showroom and jewellery-making demonstrations (free entry) are held throughout the afternoon.

Entry to the Classic Car Picnic ground on the day is £5 per vehicle. Pedestrians £1. Gates open at 11am and the event closes at 5pm.

Further information: **Nick Salmon, Chairman, Letchworth GC Classic & Vintage Car Club. 07831 805455.**

nicksalmon@tinyworld.co.uk

Note to Editors: The Letchworth Garden City Classic & Vintage Car Club was founded over 20 years ago and promotes the ownership and enjoyment of all classic and vintage vehicles. The club meets on the first Monday of each month at The Rising Sun public house at Halls Green, Weston, Hertfordshire.

Nick Salmon FNAEA (Honoured)
Mobile: 07831 805455

The Carpenters Arms Classic Car Club News - April 2012 ***Tibbles Tour - Sunday 24th June 2012***

Hi to you all and hope this News Letter finds you well and beginning to enjoy your classic cars this season. For those who did not attend our first event of the year, the Springing Up Tour in March was another great success - the rain held off for most of the weekend albeit a bit chilly on Sunday afternoon!

If you have not made a diary note the Falling Down Tour is booked for the weekend of September 29/30th staying at Weston Hall Hotel, Weston Lane, Bulkington, Coventry, Warwickshire, CV12 9RU. Rooms at the hotel are limited, entry forms will be available at Tibbles Tour but if you would like to reserve a place please email James - jhhobson@btinternet.com.

I am pleased to invite you to join this year's Tibbles Tour kindly sponsored this year by Pan Autos and our new sponsor Milehams Motor Parts (Harpenden & Luton) The entry form is attached (to print if you wish to apply by post) and below if you would like to apply by return email. One addition this year is that your Hon Treasurer would be **very happy** for you to enter and pay electronically, but only if you wish. All you need do is reply to this email completing the entry form below (note - typed signature is fine) and send payment via BACS quoting your Vehicle Registration Number as the payment reference.

{If you wish to do this, please email me and I will forward you John's original email and entry form – BrianC}.

Format for the day is we start with our traditional full English breakfast, 8.15 am at the Holiday Inn, Markyate. Peter Muncer has planned another excellent route of approximately 140 miles which will include two stops which we are sure you will enjoy. Due to popular demand we have included the optional lunchtime stop at the Jolly Coopers for a BBQ. To conclude the day we hope you will join us at the Carps for the traditional fish and chip supper and charity raffle. Last year our car club donated £1400 to our chosen charities and with your support we hope to do even better this year.

Cheers and thanks - look forward to seeing you on this years T.Tour,

John & Sue Tarbox

TEL: 07768 486701

The Carpenters Arms Classic Car Club
 ENTRY FORM - TIBBLES TOUR - Sunday 24th June 2012
 SPONSORED BY - PAN AUTOS & AND MILEHAMS A1 MOTOR STORES

	DRIVER	NAVIGATOR
Surname		
First Name		
Address (inc postcode)		
Email address (please print clearly so we can keep you updated)		@
Telephone Day time		
Mobile (on event)		
National Trust Member	YES / NO (Please delete as applicable)	

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 _____

Standard Entry inc. 3 checkpoints & 2 crew members <i>Includes Rally Plate, Road Book, Breakfast, Tour and Fish & Chip Supper **</i>	£65.00		£65.00
Extra Passenger(s) @ £27.00 p.p.	£27.00 p.p.	Number -	£
2nd Check point will again be at The Jolly Coopers Pub Optional - BBQ Lunch (Chicken, Burger, Sausage, bread & salads)	£5.95 p.p.	YES / NO Number -	£
Vegetarian BBQ lunch option	£5.95 p.p.	YES / NO Number -	£
Total Amount (Enclosed / Will deliver to Pan Autos / Carps pub) Or via BACS to CACCC : Sort Code 40- 23-11 A/C No 81603450 – REF - VEH REG NO. <i>Please delete as applicable</i>			£

** Extra Fish & Chip suppers @ £6.00 p.p. Order separately and directly with me.

Please make cheques payable to 'The Carpenters Arms Classic Car Club' & return by post to:

John Tarbox - Green Hedges, 30 Vicarage Road, Silsoe, Beds, MK45 4EF

Alternatively you can deliver to:

Tony @ The Carpenters Arms Pub

Or

Pan Auto Services, 22-24 Grove Road, Harpenden, Herts, AL5 1PX

Please reserve your entry via email to: john@panautos.co.uk

YOUR ENTRY WILL ONLY BE CONFIRMED WHEN PAYMENT IS RECEIVED

PLEASE NOTE - Interest for this year's event has again been considerable

Applications will be accepted on the basis of previous participants first then on first entries lodged basis

CLOSING DATE FOR ENTRIES - 3RD JUNE 2012