

EDITORIAL

HAPPY NEW YEAR EVERYONE!

Welcome to 2013 and our 40th Anniversary year. This hastily cobbled-together TRUnnion is being published earlier than usual in order to bring everyone up to date with recent events and plans for the future. The last few months have been difficult for the group due to the retirement of Gerry and Jean and resultant change of owner/publican and risk of possible closure of The Cock.

Consequently the AGM usually held at the December meeting and the New Year Lunch, were both postponed and will be rescheduled shortly. However, a good number of members turned up for the December and January meetings and interesting discussions developed on the future of the group.

I'm pleased to report that this unique watering hole is still open and still owned by Greene King. When Lynda and I visited just before Christmas I had a brief chat with the new landlord. He has taken a one-year lease with the intention of extending if all goes well and will be very happy for us to continue using the pub as before. Although food is not currently available, catering negotiations are in progress and they will let me know as soon as they have this sorted.

Arising from the December meeting discussions, there will be an additional, special meeting on Sunday 20th January at The Cross Keys, Gustard Wood, Wheathampstead (<http://www.cross-keys-pub.com/>) where a separate room will be available to us. This will be the start of an initiative entitled 'Gaining TRaction' aimed at rejuvenating and growing the Group in its 40th Anniversary year and we will discuss ways in which we can best engage with and meet the needs of all members, especially those new to TR ownership and the TR Register. This meeting will be open to all members and potential members of the Lea Valley Group and is an opportunity to put forward your ideas for future events. As well as setting dates and venues for the postponed AGM and New Year Lunch, we will also be seeking suggestions to celebrate our 40th Anniversary. I have included in this TRUnnion a consolidated list of ideas extracted from email correspondence initiated by Julian Hensman and hope that this will encourage others to attend the meeting or at

least provide input. So, if you cannot make it on the day, then please email me your comments and ideas for how the group should develop and the types of events that you would attend.

The Events Calendar will be published in the next issue of TRUnnion and also on the Future Events page of our website. I will also continue to include non-LVG events which I think may be of interest to members. We have dates for some of this year's events, including the Nostalgia Forum Motor Sport Film Shows, CACCC 'Springing Up' and the MK Classic 'Drive It Day' tours plus a couple of Sporting Bears tours. We've already booked for most of these, so it looks like another busy year for the 3A – maybe the 5,000 mile insurance limit needs increasing.

In fact, despite the weather, it's clocked up quite a few miles in recent weeks, including a visit to the annual Open Day at TSSC Headquarters at Lubenham, Leicestershire (http://www.tssc.org.uk/index.php?option=com_content&task=view&id=38&Itemid=112) in the company of Peter Lewis in his Vitesse 1600 from Luton. It may only have been a convoy of two, but at least the other one was a model that I owned and enjoyed for a while when it shared my garage with my first TR3A. I never worked out how to drive them both at the same time so this was the next best thing. I'm glad a few other TRs and LVG members also made it. I enjoyed the day very much and had a great drive back completing the circular run by going via Market Harborough across to the A6 and home via Bedford, Cardington and Shefford. Many thanks to Peter for the invite and to the TSSC members responsible for the day and I'll definitely join the club as soon as I find a Vitesse or Herald Estate.

I met up with the North London Group for a brilliant convoy run to Stony Stratford for the New Years Day Vintage Stony meeting. We visited briefly last year as it was one of the checkpoints on the MK Classic 'First Run' but parking was horrendous and there was no time to look around properly. With such a variety of machinery it had to be worth a longer visit and there were some fantastic vintage cars and modern classics including motor cycles. The Market Square and all the overflow car parks were full and cars were parked all over the town. How often do you

3 The TRunion

see a Ferrari, Lamborghini and Aston Martin parked in a high street alongside vintage Bugattis, Alvis, Rileys, etc.? The only problem was the huge number of enthusiasts which made it difficult to get good photos, but the crowds made for a great atmosphere. Many thanks to Howard Pryor and other NLG members for letting an outsider join your TRip and for making me so welcome.

And, finally, with this month actually being the 40th Anniversary of the first meeting of the Lea Valley Group (formerly Hertfordshire Group) at the Station Hotel, Knebworth, as one of the 3 founder members, I have an uncanny sense of déjà vu. It's a great shame that Paul Howell is no longer with us and I'm afraid I can't remember the third founder member. I think his name was Mike, had a TR4/4A and I believe he moved to the North East in the '70s and was active in a local group up there. I would be grateful if anyone with a better memory than me can provide a name and/or contact details.



BrianC

Vintage Stony

Sometimes the famed NLG precision parking doesn't quite go to plan...



...but it was early morning after the New Year celebrations!



Oh how I would love to own one of these...
...and what a pity we can't have mascots like this on modern cars - one of many traditions swept away by the 'elf'n'safety' brigade.



Another of my dream cars but alas I'll just have to be satisfied with my Bburago model.



One of the few American classic sportscars (I use the term loosely) which looks good to European eyes....



...from any angle.



Gaining TRaction Meeting - Sunday 20th January 2013 (12:00)

All members and potential members of the Lea Valley Group are invited to an additional, special meeting at ***The Cross Keys, Gustard Wood, Wheathampstead*** (<http://www.cross-keys-pub.com/>) where Graham Wade has arranged for a separate room to be available to us. This will be the start of an initiative entitled 'Gaining TRaction' aimed at rejuvenating and growing the Group in its 40th Anniversary year and we will discuss ways in which we can best engage with and meet the needs of all members, especially those new to TR ownership and the TR Register. As well as setting dates and venues for the postponed AGM and New Year Lunch, we will also be seeking suggestions to celebrate our 40th Anniversary. This is an opportunity to put forward your ideas for future events and to get you started Julian Hensman has created the following consolidated list of ideas from recent discussions.

- 1) **Technical Events and Support.** As previously mentioned, I think there may be merit in these, especially to new members, but there is quite a lot to be considered in connection with them, not least of which is a need to ensure the club and any individuals offering help cannot be held liable for any damages etc.
 - 2) **Identification of an Experts Group,** perhaps with "specialisms". This is to support the suggestion above as well as to be a resource for use by group members and to be used in any marketing exercise (as an attractive proposition). Experts should be able to make certain commitments in terms of a limited amount of availability to speak on the phone, answer emails, meet face to face etc. This does not have to be a lot but may need organisation.
 - 3) **Targeting of new members and specific car owners.** The new members campaign we touched on briefly on Sunday and it does seem like a sensible idea. Obviously we cannot force people to join and take part but focussing on involving new members is maybe a good idea. We should emphasise that cars of all conditions are welcome and also that technical advice (as in 1 and 2 above) is available to help new members "get off the ground". I also wonder whether the register records the condition of cars at any given time? If it does not, perhaps it should? This could be very helpful in targeting offers of help and involvement to those car owners who need it?
 - 4) **Events.** Whilst I have enjoyed most of the events I have attended, I do think some of them are a bit "samey". We drive there, we park, and we often then go off and do something else. Maybe I just haven't attended the right events. This is a difficult one though as we cannot invent "something from nothing" but I did think the barbecue idea was a good one. Perhaps we could also offer our cars as an attraction to other non-car events like we did at the mini-dog show in Broom?
 - 5) **Route to Lunch.** In connection with 4 above, I wondered whether our first Sunday meet could be spiced up a bit by preceding it with a short "Route to lunch" (20 miles max?) where we may take it in turns to select a route to lunch. We could meet at different places each time, and see who can find the best route to the pub!
 - 6) **40th Anniversary.** An extension of 4 above also but thought I would write it down as it will need specific thought and planning.
 - 7) **TRaction.** I agree that we never seem to get much publicity in TRaction and whilst your excellent report always appears, I can't help feeling a little disappointed each time I read the rest of the magazine. Perhaps our initiative for revitalisation, or the individual actions (TRactions??!) might be a topic the magazine would be interested in and may gain us some greater publicity?
 - 8) **Alliance Partnerships.** I don't know if these have been tried before but it may be worth trying to set up any events mentioned in 1 in association with specialist garages. The basis might be that we use their premises for these events, including lifts and tools etc and also have members of staff available. Perhaps a Saturday or Sunday event. We may have to pay (and even charge) but that is down to negotiation - hopefully not. What they will get out of it is a good endorsement from the group and any materials used of course would be paid for. We would get the obvious benefits but hopefully also recommendation from them to their customers to join us and attend the group. We should be able to get a nice balance where all sides are winners.
 - 9) **Partner Groups.** I think this has also been done before but organising events with other groups is a great idea. If we are successful in our technical events, perhaps we can become a centre for same by offering them also to neighbouring groups?
 - 10) **Social.** In light of events at The Cock, and despite its obvious appeal as a venue, it does have its downsides, in particular space. I was wondering whether we should use the current situation as a catalyst to find a slightly nicer and roomier venue?
- Additional idea from forum: Get map of area and locate all members. move meeting to better location to suit.

5 The TRUnion

11) [Jon] Convoy Runs to events, places of interest, pubs for lunch..... other ideas?

We haven't done much of this for a while. The last run I remember was to Duxford – 15 months ago. We used to have a run to the International in the days when we had a good turn out – either camping or in B & B - with a barbecue on the Saturday night. Last year (or the one before) I suggested the place in Essex with the big steam engine, but I didn't follow it up. We did the Mosquito museum many years ago. If we have convoy runs to a pub for Sunday lunch, would this be as well as our regular 1st Sunday?

12) [Jon] Activities:

- We've been gliding at Dunstable.

A few years past, I suggested a visit to a skid pan – but got no interest

The karting place in Letchworth (I think this was tried – I couldn't make it).

Autoglym in Letchworth used to put on demonstration evening – how to wash and polish your car. (dare I suggest – send your other half??)

Barbecue – I mentioned that Graham Howes used to let us hold one at his farm. Graham doesn't come any more and we've lost touch with him. Any ideas for an alternative venue?

Treasure Hunts – Pete Muncer has offered to organise one. Many years ago he did one around Bedfordshire, ending up at the pub at Ridgemont which (at the time) had a small camping area and a B & B a few doors away. We had a barbecue afterwards. I don't know if the pub did this or let us do it. Pete will probably remember. Anyone know anything about the area behind the Cock's car park? That seems to be a camping area.

Again, many years ago we organised, in successive years, a TR4/4A meeting, a TR5/6 meeting and a sidescreen cars meeting. These were at Old Warden.

13) [Jon] Evening Events:

- Quiz evenings

Video/DVD. I believe Didcot have some TR videos/DVDs we could borrow. I have an Aston Martin DVD and Senna. I've also got a Top Gear and a Clarkson DVD. (These last two were presents – I didn't buy them). [Note from JH: I have a history of Grand Prix racing I could put on a DVD. This is an excellent series I downloaded from You Tube originally sponsored by Shell I believe).

Table top rallies

The Letchworth club meets on the first Monday of the month at a pub near Weston. They had a visit from the local Austin Healey group this summer.

14) [Jon] Longer Events: Other groups organise major events lasting a weekend or more – Classic le Mans, Lakes Tour, Ireland etc. I've never been on any of these. About 20 years ago, before I got the 4A on the road, Lea Valley had a weekend in Boulogne – depart Friday morning, return Monday morning. Diana and I took her Polo. We were the meat in the sandwich – 3 TR's, the Polo, then another 3 TR's. Great fun. The event continued for a number of years but always in October when (at the time) I was always busy. I really would fancy doing something similar again.

14) [Brian] TRUnion List:

- 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
- Hill climbs/sprints
- Film shows/quizzes
- Ten-pin bowling

6 The TRunnion

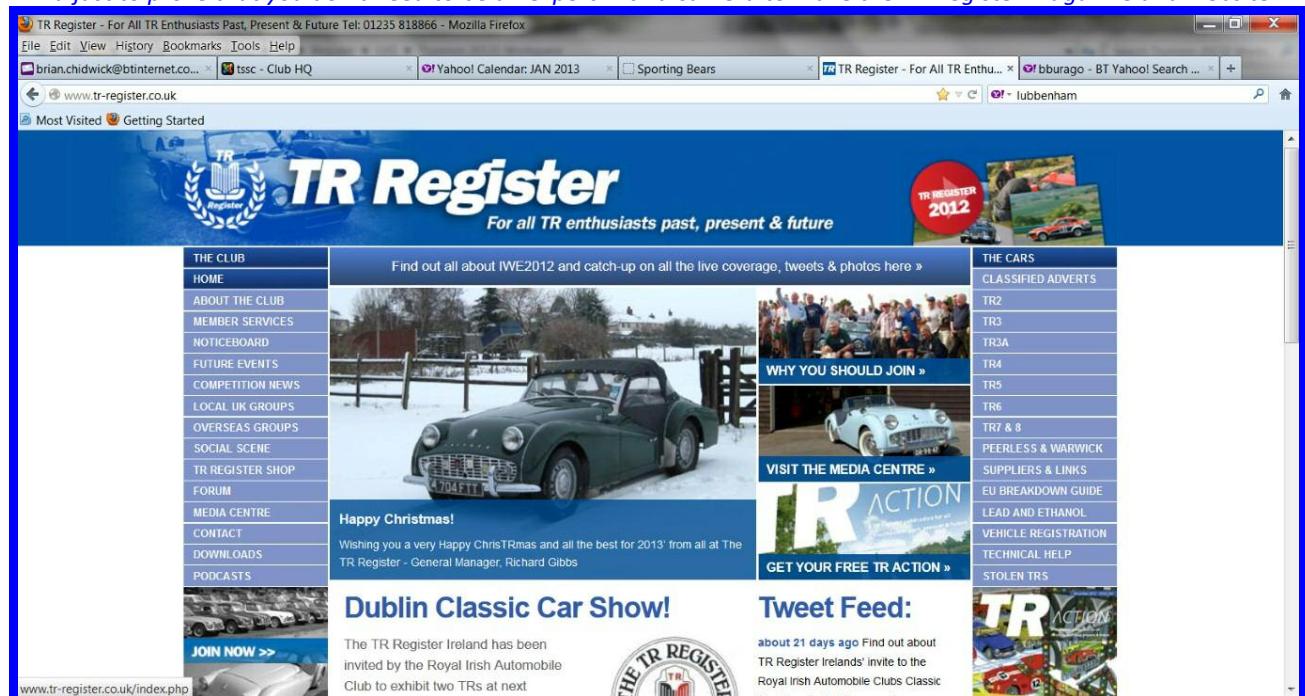
Indoor karting
Inter-group games challenge
Classic car gatherings (Hertford Heath/Stony Stratford/Barrington)

15) Photo Shoot:

Another idea, not so much for Gaining Traction but as an aside which may assist promotion along the way. Magda has very kindly offered to produce some photos. She is a great budding photographer and has some really good ideas in terms of subject matter and style. The idea would be along the lines of a photo-shoot, although in reality it may be spread over several events or meets, and the theme would be along the lines of a "fashion model" approach (I can already think of some good subjects!!!). In other words, to try to get some really nice pictures of our group members, with their cars, but which don't look like every other photo ever taken. We can at least try it and see where it goes. Being our 40th, it might be nice to publicise them in celebration too, maybe even as a calendar or something? Further development of this idea welcomed!

[Brian] I still have on loan Jean Holden's photo albums covering many years of LVG activities and so we might be able to match some photos of long-term members and their cars with current images - should be good for a laugh. Lynda and I also have a load of photos pre-dating Eddie & Jean's involvement but most of these are on 35mm slides, so any advice on scanning these would be appreciated. I suspect I will have to beg, borrow or steal a slide scanner or attachment as it doesn't seem to be possible with my flatbed scanner. I had intended using some of this material to put together something for the 40th Anniversary and to go in the LVG Gallery (<http://www.groups.tr-register.co.uk/lea-valley/gallery.html>) which is somewhat bare at the moment. Help and additional photos from people who were active during our personal spell in the wilderness would also need to be sought.

And just to prove that you don't need to be an expert with a camera to make the TR Register magazine and website:



(Thanks to Julian for letting me know about this as I rarely visit the TR Register Main Page).

REMEMBER: All recent TRunnions are available on the website, but if you are not already receiving them directly, it's probably because I don't have your current email address. To keep in touch via TRunnion (or to contribute letters, articles or photos), email bjmole1-trlvg@yahoo.co.uk.

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

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, the third of what he has promised will be regular articles on improving his TR6. I hope that this and previous articles by other local group members will encourage more of you to put pen to paper or finger to keyboard. Everyone with a TR has a story to tell!

TR6 More Interior Improvements – Julian Hensman

Let me start by saying that I hope everybody has managed to enjoy the Christmas festivities and I wish you all a truly sensational 2013. For the benefit and sanity of Brian, I enclose a picture below of the parcel shelf featured in my last article, in situ in the car. As you can see, it pretty much does the same job as what was already there but extends it just enough so that the dogs don't fall behind the seats.



I was hoping this article was going to be about the adjustment to normal operation of my overdrive. After our last house move however, we do not unfortunately have a garage and so this work is still waiting for the coincidence of good weather and spare time, neither of which seem to be very forthcoming. I have managed however to complete the renovation of my instrument dials and whilst they are never going to break any records, I can at least now see them and what they are reading whilst driving at night.

Unfortunately the photos I took of the small dials did not do them justice so instead of including them, I thought I would show a before and after of the large ones, - on the left with only the tacho done, and on the right with the speedo done too (and a little condensation – that should disappear when I get the heater on). I do recommend this work as the difference is well worth it.



8 The TRunnion

OK so this edition is going to be more about the inside of the car. Last year at Christmas Magda asked me whether I would like anything for the car and naturally I gave her a very long list. It was still a fantastic surprise however to receive a wonderful wooden Motolita steering wheel. I always think they look so nice on a classic car, even though they bear no resemblance to the original wheel. It took quite some effort however to get the old wheel off and I guess it probably had not been off since the car was built. There are six bolts holding the wheel to the boss so that part was easy enough, but as I did not have a puller suitable for the wheel I had to fabricate one out of some spare Ikea brackets intended for holding bookcases to the wall. With a bit of jiggery-pokery this did the trick and all was well.

It wasn't until I took Joe home that evening that the horn sounded when I was turning round. I thought I must have knocked the horn push so thought nothing of it. Until that is, I did it again at the next corner. I thought to myself "I'm sure my hand was nowhere near the horn push that time" and I was right. Long story short, what was in fact happening was that the steering column bush was totally worn and the larger boss required for the Motolita wheel was shorting against the steering column tube causing the horn to sound. It got to the stage where the horn would sound every time I turned right, which was either very amusing or very annoying depending on your viewpoint. It was certainly quite embarrassing! So I ordered a new bush and this solved the problem. I have to say that fitting it was far from easy. The whole steering column had to come out and I did not manage to get the replacement poly bush located back down to where the original had been. Still, I know for a fact that the bush will not budge either way now so I hope it will be OK.

I took the liberty at the same time as fitting the new steering column bush to also fit a proper overdrive switch and cowl on the steering column. Despite the "Overdrive" insignia on the back of the car, I am quite sure the car did not have the option fitted originally as the switch to engage it is a horrible modern plastic toggle switch attached under the dash by my left knee.

I've nearly broken it off a couple of times getting into the car so I thought it would be nice to have a proper switch installed. I remember on my first 6 the satisfaction I got from flicking the overdrive switch on the steering column. All I need to do now is get the overdrive working and I'll be happy!

The next thing to get fixed was the scuttle vent operating mechanism. I had in fact forgotten about the vent completely when I first had the car and was somewhat disappointed that the heater was very much less efficient than the heather on my first 6. I found out in due course, and in the process of remembering that the vent existed, that the reason the heater did not blow any air was that the rubber seals sealing the vent were so good that they prevented any air at all from getting in. Once I opened the vent the heater blasted a veritable mistral out up the windscreen which promptly cleared in about 10 seconds flat. The weird little operating mechanism for the vent (from inside the car) was completely missing so I set about its procurement. This again was not an easy task as the little grub type screw (I forget its proper name) is unobtainable and I had to try several substitutes, and in the end drill them out to fit. I can tell you that the equivalent part from neither a Mini nor Skoda fit! Anyway, eventually it was fixed and all now works.

On the subject of ventilation, I find one of the best vents on the car is in fact the hood, which has most definitely seen better days! A new hood is on the shopping list but I have tinkered a little with the existing set up in order to try to get some semblance of weather protection in place. This has included liberal use of Duct Tape but the biggest problem was the huge gap between the side of the hood above the door and the door window – on both sides. So my start point was to replace the weather strips which went some way to closing the gap. I then did a bit of research and found that the window runners in the doors can be "spaced" from the door by means of inserting washers. I had thought that by packing the runner attachments out a bit at the bottom, this might help to point the window inwards somewhat at the top. Let me tell you though that it has no such affect and the windows will very much go where they want to! I

9 The TRunnion

have actually bought some new runners for them but they seem to be supplied without the brackets required to attach them to the inside of the door, which is quite irritating as it appears you have to cut the brackets off the old runners and weld them to the new ones yourself. Something else added to the list.

Anyway, I did manage to close the gap between the hood and the window in the end but using what I thought was quite an unorthodox approach. The first thing I found out on inspection was that the hood frame did not really seem to be very well designed. The various rods and struts would chatter against each other making quite a racket when driving with the hood up. It occurred to me though that some of the spare washers I had not used on the window runners, strategically inserted into certain hood joins would space the struts far enough apart such that they would no longer touch each other. And, in performing this job, I also found out that the whole thing is in fact bolted together, in my case very loosely! So first job if you have a chattery hood is to check all the joints are tightened! This went a long way to closing the gaps between the hood and the windows but what I really needed was, to put it bluntly, for the sides of the hood frame to stick out sideways a little further. There was only one thing for it. I removed the side pieces and inserted some weld on the outside edge of the hinge. This had the effect of "Blocking" or building up that edge and therefore forcing the hinge outwards as it closed. Hey presto and job done. I still have some work to do on the window mechanisms to bring them up to scratch and also need to replace the trim which has got wet and buckled. I have also noticed that now the wet does not come in the top of the doors, it runs down the weather strips to the bottom of the windscreen frame, through a gap in the join, behind the dashboard (yes!!!) and out onto my knee. I think this is a known problem and as far as I can tell, requires that tiny gap filling with something. Any suggestions would be welcome but as a stop-gap I may just use some silicon sealant.

So the next job hopefully will be the overdrive. I have another very generous offer of help from David Dawson which I shall very gratefully call in. I am hoping that the resolution of the overdrive problem will be fairly easy rather than very expensive. Fingers crossed I will have more on this topic next time.

Incidentally, I am still looking for a garage to house the car in somewhere in or not too far from Broom. If anybody has a spare garage that they wish to rent out, or know someone who does, please can you let me know!!



2012 © mmalikowicz Julian Hensman



Sunday 21st April 2013

7th YEAR!

Dear Supporter,

ENTER NOW! DON'T DELAY - ENTRIES ARE NOW OPEN!

The 7th MK Classic Tour will again start from Frosts' Garden Centre Woburn Sands MK17 8UE, and we will be using the numbered parking slots which worked really well in 2012 - this is a great help when handling more than 200 entries.

We are again able to include Millbrook's Alpine Circuit, for anyone who has not driven this course - it's a great experience! Speaking of which we will again finish the run - which has a new route at Porsche Driving Experience - Silverstone.

The coffee stop will be at SWELL AERODROME'S - AVIATOR HOTEL.

For the first time in 4 years we have raised the entry fee by £5.00 due to increased costs at the venues, we hope you understand the necessity of this increase and see the event as good value for a great cause.

The support for the 2012 event allowed us to purchase more much needed monitoring equipment for LITTLE LIVES APPEAL, and we are again supporting the neo-natal unit in 2013.

Regards

Alison & Michael

01525 290117
mkclassic@tours@aol.com



(See next page for entry form)



Sunday 21st April 2013

PLEASE PRINT CLEARLY IN CAPITAL LETTERS

Participants Name			
Address			
		Postcode	
Tel / Mob	Email		
Drivers Name	Co-Driver		
Additional Passengers			
Vehicle Make	Model		
Year	CC	Colour	Reg No

Previous MK Classic Entrant 2012 2011 2010 2009 2008 2007

Declaration Of Indemnity

I agree to be bound by the supplementary regulations for the event in consideration of the acceptance of this entry form and my being permitted to take part in the event, in respect of any parts of the event not being held on publicly adopted roads. I agree to save harmless and keep indemnified all MK Classic Tour organisers, and any other company or organisation directly linked with this event and any such person, persons or body as may be authorised by the promoters to promote or organise this event and their respective agents, officials, representatives from and against all actions, claims, costs, expenses and demands in respect of death or injury to or damage to the property or myself my drivers, passengers, mechanics or associated personnel arising out of or in conjunction with this entry or my taking part in this event. I declare that the use of my vehicle hereby entered will be covered by current MOT / insurance as required by law which is valid for such part of this event as shall take place on roads as defined by law.

Entry fee £70 for driver and co-driver / additional passengers £5 each

Total payment due £

Cheques payable to MK Classic Tour
 Please send completed forms and cheque to:
 MK Classic Tour, 37 Timber Lane, Woburn, MK17 9PL
 Tel: 01525 290 117 | Email: mkclassic@tours@aol.com

I declare that the information on this entry form is correct :-

Signature (driver / co-driver)	Date:
Official use only: Cheque / Cash	Paid Date:

