

# The TRunnion

TR Register Lea Valley Group

2014 Issue 1 (Jan/Feb)

## LEA VALLEY GROUP COMMITTEE 2014

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## 2014 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 others I hear about, as well as 'official' LVG events.

*Your suggestions wanted NOW – old favourites, new events, new places.*

**Jan. 25: LVG Committee Meeting**

**Feb. 2: Group Lunchtime Meeting**

**Mar. 2: Group Lunchtime Meeting**

Mar. 2: Triumph Show Stoneleigh...?Group run?

Mar. 22: TR Register Special General Meeting

Apr. 5: RevingtonTR Open Day

**Apr. 6: Group Lunchtime Meeting**

*A full calendar will be published in the next TRunnion and on the website, so now really is the time to let us know what events you want.*

## 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](http://www.tr-register.co.uk)

TR Forum: [www.tr-register.co.uk/forums](http://www.tr-register.co.uk/forums)

Lea Valley Group:

[www.groups.tr-register.co.uk/lea-valley](http://www.groups.tr-register.co.uk/lea-valley)

**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](mailto:bjmole1-trlvg@yahoo.co.uk).

## EDITORIAL

Those with a keen eye may have observed from the subtle editing of the Committee contact list on the left, that there has been a slight change. At long last, Jon Marshall has managed to find an innocent, unsuspecting man to step into his shoes. Jon reluctantly (I am told) stepped in as Group Leader in 2008, despite his busy role as TR4/4A Registrar, as no-one else was willing to put their head above the parapet when Phil Titchner and Dennis Masters decided to take a well-earned (but unpensioned) retirement from their respective Group and Deputy Group Leader roles. We all owe a great debt to Jon for keeping LVG going for the past six years and wish Julian the very best in taking the group forward. He will have plenty of support as Jon is staying on as Deputy and the rest of the Committee have all failed to escape. We

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are however in the process of calling up reinforcements, so the future is looking good. The AGM, GL and Treasurer reports are included in this issue for the benefit of those who didn't attend the AGM (maybe we will have to reinstate the free food lure this year). Nevertheless, many thanks to those who did make the effort, and especially to new member Pierre Miles (be careful Pierre, two consecutive monthly meetings makes you look like a future candidate for committee!).

The group has been extremely fortunate in having had unusual continuity of leaders in 41 years. Julian is only the sixth and has certainly hit the ground running with some

initiatives already in progress as you will see from his report below.



**Brian C**

*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*

### Memories of 2013 (Part 1)



### Into the future - 2014 and beyond

I cannot believe it is 2014. But it is. 'Nuff said. As far as Lea Valley Group is concerned though, 2014 has started out with three successes.

First up, the first acid test of the buddy system passed with flying colours. Well, without fisticuffs anyway, but not without minor difficulties! Newby Pierre Miles and I got together for two hours to see what we could see on his relatively newly acquired TR6, and what a nice specimen it is. A quick look behind one of the rear wheels revealed adjustable shocks (the same were later found on the front). The slightly older style of adjustable Spax shocks does not have the "wheel" adjustment but a small (I assume) grub screw to make the adjustment. First suggested job for Pierre here then was to loosen the shocks and turn them round, and point the adjuster screws backwards, so he can get to them easier, then he can play with the levels at his leisure. I also mentioned that an upgrade from rubber to poly bushes would likely make a marked difference to the road manners; noted.

Further snooping under the bonnet revealed a leaky rocker cover, something which I know Pierre has already dealt with a new gasket and some blue Hylomar.

Finally, we noticed that one of the choke cables, the one that controls the fast idle, whilst connected, was not actually doing anything. Two reasons for this: firstly the adjuster bolt was wound all the way in, and secondly the cable was not pulled through enough and so was not lifting the cam. The adjuster bolt was easy enough to adjust but we then decided to remove the air intake box to get at the cable easier. Of course, I had forgotten, having done my own some time ago, how difficult it is to get that box back on again! But, a little too much time later, we managed it. Job done.

Early feedback from Mr Miles suggests this first buddy meeting can therefore be considered a success. Phew! I am aware of at least one new member in the past month or so who we are trying to assign a buddy to. However, if you are new, or even if you are not, and you would like to buddy up, just let me know. Please be aware that the intention of the buddy system is only to help where

possible, and not to take responsibility for any advice or opinion given and any advice or opinions that are given are those of the individuals involved, and not those of the TR Register (sorry, it has to be said!).

So the second success story of the year was the Route to Lunch. Whilst only two of us attended, it proved the theory. Feedback was discussed in the meeting and next months Route to Lunch will be hosted by Paul Richardson. As Paul lives about 6 squillion miles away this will not start from his house, but from somewhere along his normal route. Paul is going to investigate and we will publish the details in due course.

Our third success was the meeting itself. Very nice to see friendly faces and thanks to Ian Freeman, our Group Coordinator, for coming along also. For any new members who are thinking of coming to our social gatherings and meeting your fellow members, I do encourage you to bite the bullet and do it. All I ask of you is that you make yourself known to us. We will be investing in a table flag which will have our emblem on it so you can easily recognise us. We have been made aware of some members who came to previous meetings who were not talked to, primarily because we didn't even know they were there! We want to make new members welcome and it's important to us that everyone feels welcome and comfortable, so do just make sure you say hi, and we'll do the rest.

Our next committee meeting is on January 25th, during which, amongst other things, we will be deciding on the Big-4 LVG events for 2014. These are the events that, as a group, we will either sponsor, run or support, so all LVG members can be assured that others from our group will be there. We will also probably involve North London Group and Camb Followers to give you a chance to meet other people from slightly further afield. Do look out for these events and we encourage our membership to try to attend where possible.

I would like to finish by thanking everyone for their support so far. Here's to a really successful, sociable and enjoyable 2014.

*Julian Hensman*

## **AGM Minutes & Reports**

### **THE TR REGISTER LEA VALLEY GROUP**

#### **Minutes of AGM held 1 December 2013 at The Cock, Broom**

##### **Present**

Jon Marshall (Group Leader)	Pat Glasbey
Julian Hensman (Deputy Group Leader)	Barry Tinsdale
Graham Wade (Treasurer)	Phil Titchner
Brian Chidwick (Committee - TRunnion Editor/Membership)	Dave Randall
Paul Richardson (Events)	Pierre Miles
Lynda Chidwick	John Burningham
Chris Glasbey	Val Burningham

##### **Apologies**

Pete and Sue Muncer	Miriam Titchner
Magdalena Malkowiak	Brenda Randall
Wendy Richardson	

##### **Agenda**

1. Apologies for absence
2. Minutes of the postponed 2012 AGM held on Sunday 24 March 2013 at the Cross Keys
3. Group Leader's Report
4. Treasurer's Report
5. Club Awards
6. Election of Officers and Committee
7. Report on TR Register AGM held Sunday 3 November 2013
8. AOB

##### **Minutes**

1. **Apologies for Absence** were recorded.
2. **Minutes of the postponed 2012 AGM held on Sunday 24 March 2013 at the Cross Keys, Gustard Wood** were reviewed and passed.
3. **Group Leader's Report.** Jon gave his Group Leader's Report, starting by expressing the hiccups encountered regarding meeting at the Cock in Broom owing to the retirement of Gerry and Jean. He commented on the events the group has attended during 2013, the group's 40<sup>th</sup> Anniversary year, including the LVG Toe in the Water Tour, Letchworth Classic and Vintage Car Club Picnic, and LVG TRot 2 TRees Tour. Jon also mentioned the Gaining TRaction initiative which will continue during 2014 to try to revitalise the group. He concluded by confirming that he would be stepping down as Group Leader of the Lea Valley Group. He thanked the Group as a whole for their support over the years.
4. **Treasurer's Report.** Graham presented the Treasurer's report. The Group's balance is £465.07. A full claim of £150.00 representing the maximum allowable for the Group will be made during early 2014.
5. **Club Awards.** The two awards presented on an annual basis by the Group were awarded as follows:

Bent Con Rod Contribution Award: Chris and Pat Glasbey for their contribution in creating and arranging the TRot to TRees Tour.

Concours Cup Best Newcomer Award: Keith Scotchford for his TR6.

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6. **Election of Officers and Committee.** Jon asked whether any persons present would like to volunteer to become Committee members, explaining that any additional contributions would be welcome. No volunteers responded however. Jon also reiterated his intention to step down as Group Leader and nominated Julian as Group Leader, who agreed to stand. Julian was seconded by Phil and there were no objections. Julian was therefore duly elected as Group Leader. Julian then nominated Jon as Deputy Group Leader, who agreed to stand. Jon was seconded by Brian and there were no objections. Jon was therefore duly elected as Deputy Group Leader. The remaining Committee Members agreed to stand again for their existing posts and no objections were raised. The LVG Committee for 2014 therefore is as follows:

Group Leader	Julian Hensman
Deputy Group Leader	Jon Marshall
Treasurer	Graham Wade
Events	Paul Richardson
TRunnion Editor/Membership	Brian Chidwick

7. **Report on TR Register AGM held on Sunday 3 November 2013.** Brian gave an overview of the AGM which focussed on the TR Insurance Scheme, the TR Register web site forum, Foreign Members subscriptions and voting rights, and the club's Articles of Association. Brian explained that various initiatives were agreed on during the meeting, including the publishing of investigations into the insurance scheme structure in future TRaction magazines and the holding of a Special General Meeting to be held on 22 March 2014 (location TBA). It was noted that minutes from the meeting are still awaited.

## 8. AOB

- a. Julian gave an overview of topics discussed during the LVG Committee Meeting held 17 November 2013. This included:
- Publication of the Gaining TRaction Survey (attached). The Committee encouraged members to complete the survey if they have not already done so, as it provides a useful method of identifying what members want from their Group. Survey forms were made available at the meeting. One interesting suggestion that has come from the survey so far is the adoption of a "buddy" system for new members, whereby new members are introduced to existing members with similar cars, so that they can explore technical knowhow and share useful hints and tips together, thereby giving the new member immediate benefit from attending the Group meetings. This was welcomed by all present and will be promoted during 2014. Julian and Pierre became the first buddies under this initiative during the meeting.
  - LVG will support 4 main events during 2014 during which member support is strongly encouraged. These will be publicised in early 2014 and will be in addition to any other events our members choose to support. Various suggestions were discussed and noted by Paul.
  - Route to Lunch. An initiative to get members driving their cars to First Sunday lunch using a variety of routes "hosted" by a different member each month. Details to be announced early in 2014.
  - The Group will procure a Sail Banner for use at events and a mini-banner for use at Group meetings for easy identification of the group.
  - The Concours Cup Best Newcomer Award will be voted for by the Group during late 2014 and on an ongoing basis.
  - The Committee commit to holding 4 Committee Meetings during 2014. Dates suggested so far are: 16/2/14, 18/5/14, 17/8/14, and 16/11/14. Should any member wish to suggest topics for discussion at Committee Meetings, they are requested to let any Committee member know and invitations for discussion topics will also be sent during the course of the year.
- b. Phil thanked Jon for his work as Group Leader, which was fully supported by all the members present.

# TR Register Lea Valley Group Survey 2013

Total No of Responses

13

RESULTS by Category			RESULTS by Popularity	
Car Runs	Tulip Routes	10	Tulip Routes	10
	Treasure Hunt	5	Route to Lunch	10
	Route to Lunch	10	TR Register Events	10
	Day Out	9	Day Out	9
	Longer Runs	5	First Sunday	9
	International	5	Other Groups / Clubs Events	8
	Other	Visits, Race / Hillclimb	Technical Written / Verbal	7
Technical	Written / Verbal	7	Open Days	7
	Hands On	5	Third Wednesday	7
	Open Days	7	Films	7
Social	First Sunday	9	Other Groups / Clubs	6
	Third Wednesday	7	Talks	6
	Games etc	3	Treasure Hunt	5
	Other Groups / Clubs	6	Longer Runs	5
	Photo Shoots	3	International	5
Events	TR Register Events	10	Hands On	5
	Other Groups / Clubs	8	Photo Shoots	3
	Films	7	Games etc	3
	Talks	6	Other	Visits, Race / Hillclimb
	Other	Buddy System	Other	Buddy System

## Memories of 2013 (Part 2)



## **Group Leader's Report – 1st December 2013**

We had a bit of a hiccup at the start of the year. Gerry and Jean, landlords at the Cock retired and the first person who took over was not particularly hospitable and food was not available. Fortunately there is a new and friendly landlord and food is now available.

Because of this change of landlord the AGM was postponed. Subsequent attempts to hold it were thwarted by the weather and it wasn't until 24th March that it took place.

Brian and I missed the February meeting as it clashed with the Group Leaders' meeting, this year at Gaydon. The main topic was the Register's own Insurance Scheme, which has got off to a mixed reception. (Brian will hopefully tell us a bit about this later when he reports on the Register's AGM, held four weeks ago).

Throughout the summer we have been holding midweek meetings around our area and these have been well attended and have attracted people who don't normally attend our Sunday meetings. As always, there have been many events open to us:

- Convoy run with TRR North London Group to Stony Stratford for the New Years Day Vintage Stony meeting
- CACCC 'Springing-Up' Tour
- MK Classic Tours' Drive It Day Tour
- **LVG 'Toe in the Water' Tour**
- Letchworth Classic and Vintage Car Club's Picnic (with TS2)
- Luton Festival of Transport, Stockwood Park (with TS2)
- Sporting Bears Caper Revival Tour in Cumbria
- Classic Wheels at Willington Dovecote
- SBMC Kimbolton Fayre/Classic Car Show
- CACCC Tibble's Tour
- TRR IWE at Malvern
- Buckingham Steam Rail Centre Pre-78 Rally with TSSC followed by barbecue at their Hitchin hostelry.
- International Tiger Moth Rally at Woburn with Chiltern Group
- Nostalgia Forum Motor Sport Film Show - theme for the day was the history of rallying, featuring Paddy Hopkirk, Alec Poole in discussion with Fred Gallagher and Maurice Hamilton
- **LVG 'TRot 2 TRees' Tour**
- CACCC 'Falling Down' Tour
- MetroBears Tour, Wales
- AV Classics Open Day with North London Group
- Classics on The Common, Harpenden
- Little Gransden Show and Flying Display
- Knebworth Classic Motor Show
- Olde Watermill Classic Car Rally, Barton-le-Clay
- Classics in the Walled Garden, Luton Hoo

I'll mention just a few of these

**LVG 'Toe in the Water' Tour** – a short "Tulip-style" run organised by Pete Muncer, which was well attended and great fun.

**LVG 'TRot 2 TRees' Tour** – organised by Chris Glasbey. Unfortunately this was not well supported but those who did enjoyed it very much. I missed it due to the death of my father-in-law. For me the highlight of the year was borrowing TS2 for **the Letchworth Garden City Classic and Vintage Car Club's annual picnic**. The club gave us a very good position – those queuing up to enter got an excellent view of TS2 and the display of TRs that we were able to put on. We had one of each model except a TR5, but we did get a TR250. The day after the picnic I drove TS2 to Stockwood Park in convoy with Brian. I explained to the organisers that this was a very important car and offered to take it into the arena. Unfortunately the commentator was not clued up, describing it first as a TR4, then a TR3 before finally getting it right. I managed to get hold of the microphone and, hopefully, put things straight and the car attracted quite a bit of attention. All too soon it was time to return it to Didcot.

Throughout the year the committee has been discussing ways of re-invigorating the Group, under the banner "Gaining Traction". The initiative has been led mainly by Julian. Unfortunately the response to the survey he has tried to conduct – if anyone here hasn't responded, please do so.

I said that this would be my last year as Group Leader. It's time to hand over the job to someone younger and with more energy. My thanks to all who have supported me and the Group in this time. My thanks in particular to this year's committee – Brian, Graham, Julian and Paul.

*Jon Marshall*

## Accounts & Treasurer's Report Year Ending 31st December 2013

### LEA VALLEY GROUP

#### ACCOUNTS 2013

OPENING BALANCE	£417.34
 <b>INCOME</b>	
TR Register (2012 claim)	£143.00
LVG Tour	£200.00
Interest	£0.01
	<b>£343.01</b>
 <b>EXPENDITURE</b>	
Toe In The Water	£8.27
LVG Tour	£222.00
TS2 Weekend	£65.01
	<b>£295.28</b>
 In Hand	 <b>£465.07</b>

The balance sheet shows the group's financial situation to be healthy. There were only 3 events during the year that influenced the finances -

- Toe In The Water tour
- TS2 Weekend
- TRot 2 Trees tour

In addition it was agreed at the AGM that I should make a claim of £150 from the Register for the TS2 weekend made up of the £65.01 TS2 fuel and £84.99 fuel expenses to collect and return the car.

*Graham Wade*

### Postscript

Following the AGM, I received the following clarification from Graham:

Please see below a reply I had in October from Brian Sparrowhawk following a request for more information regarding claiming back our allowance. You can see why I said at the AGM that the financial year runs from January to December.

*Dear Mr Wade*

*I have had your questions clarified by Merve Parkes (TR Register Treasurer) and the answers to your questions are such:*

*Groups can claim for expenses in respect of running the group and representing the TR Register, for example; room hire (for meetings), postage, stationery, newsletter costs, show & exhibition equipment, etc. See group leaders pack for further information. We do not allow groups to claim for subsidising Christmas parties and other social events.*

*The amount that can be claimed for is £150 PA. The accounting year usually runs from January to December.*

*I hope this clears a few points up for you.*

*Regards,*

*Brian Sparrowhawk*

*General Manager - TR Register*

[Although it has always seemed confusing that the Local Groups' financial year was different from that used for the club's accounts, it makes sense as I guess they need the LG claims settled before the end of the TR Owners Club (TRR) financial year which is March-February. - Editor]

## Group Communications

I reported in the last issue of TRunnion that the TR Register is in the process of upgrading its website and has already established a presence on Facebook and Twitter, in addition to the TR Forum. All of these allow the club to not only publicise events much more widely and at short notice, but to receive immediate feedback and comment from members and the general public. This encourages more members to participate in discussions online, especially those who cannot easily get to events and local group meetings.

A number of local groups have already set up their own Facebook sites and those of us who have already braved that seemingly terrifying and dangerous environment are finding much of interest in the wider TR world. I now have access to TR 'friends' and classic car groups around the world and am constantly surprised to see familiar characters from Triumph's sporting history posting interesting stories, photographs and videos.

I am investigating how Lea Valley Group could benefit from alternative forms of communication, but I cannot do this alone! The website will continue to be maintained as the primary source of current information on events, but I intend to create a Lea Valley TRs Facebook site very soon, so if anyone else is interested in getting involved in some experimentation, please contact me at the usual email address or via Facebook, TR Forum or Twitter (although I confess to not being a fan of the latter despite having an account).

## Lea Valley Group Events 2013

Although a number of events, including some special '40th Anniversary' events were promoted or supported as 'official LVG events' on the Group Calendar during 2013, the following list includes some which were offered or suggested as possibly of interest to members.  
(Note - not in chronological order!)

### *Some which I attended:*

- Convoy run with TRR North London Group to Stony Stratford for the New Years Day Vintage Stony meeting
- LVG 'Gaining TRaction' Meeting and AGM
- CACCC 'Springing-Up' Tour
- MK Classic Tours' Drive It Day Tour
- LVG 'Toe in the Water' Tour
- Letchworth Classic and Vintage Car Club's Picnic (with TS2)
- Luton Festival of Transport, Stockwood Park (with TS2)
- Sporting Bears Caper Revival Tour in Cumbria
- Classic Wheels at Willington Dovecote
- SBMC Kimbolton Fayre/Classic Car Show
- CACCC Tibble's Tour
- TRR IWE at Malvern
- Buckingham Steam Rail Centre Pre-78 Rally with TSSC followed by barbecue at their Hitchin hostelry.
- International Tiger Moth Rally at Woburn with Chiltern Group
- Nostalgia Forum Motor Sport Film Show - theme for the day was the history of rallying, featuring Paddy Hopkirk, Alec Poole in discussion with Fred Gallagher and Maurice Hamilton
- LVG 'TRot 2 TRees' Tour
- CACCC 'Falling Down' Tour
- MetroBears Tour, Wales
- TRR AGM at Gaydon
- AV Classics Open Day with North London Group

### *Lynda and I missed the following but others may have gone:*

- Classics on The Common, Harpenden
- Little Gransden Show and Flying Display
- Knebworth Classic Motor Show
- Olde Watermill Classic Car Rally, Barton-le-Clay
- Classics in the Walled Garden, Luton Hoo
- Panshanger Revival
- Open Day at TSSC Headquarters at Lubenham, Leicestershire
- Silverstone Classic
- Oxfordshire Classic Car Show, Blenheim Palace
- MK Classic 'Last of the Summer Tour'
- HRCR 'Welland Valley Wander Tour'
- Kop Hill Climb
- Goodwood Revival
- Transport Day at Milton Keynes Museum
- All-Triumph Day at Duxford

### *Non-events:*

- Eastern Groups Gathering at Knebworth
- Unfortunately, yet again Team Triumph TR wasn't ready in time for the BMH Four-Hour Relay Race at Snetterton - maybe third time lucky in 2014?

And finally, perhaps the most important aspect of the local group concept is the regular meetings of members, new and old and we had a very full car park at many during 2013. Whilst every model was present at one time or another, I personally would love to see some of the derivatives, including Peerless, Warwick and Italia. At least we should see Jon Marshall's Dove this year.



## Scuttlebutt

TRunnion is supposed to be a newsletter, so in my first edition (was it really only 3 years ago?) I included a column under the heading 'News, Rumours & Gossip' inviting members to let everyone know what they have been up to or are planning to do with (or without!) their TRs.

After morphing briefly into "Scuttlebutt"<sup>†</sup>, it sadly lapsed, but if at first you don't succeed, TRy, TRy and TRy again.

### <sup>†</sup>Scuttlebutt - definition from Wikipedia:

Scuttlebutt in slang usage means rumour or gossip, deriving from the nautical term for the cask used to serve water (or, later, a water fountain).

The term corresponds to the colloquial concept of a water cooler in an office setting, which at times becomes the focus of congregation and casual discussion. Water for immediate consumption on a sailing ship was conventionally stored in a scuttled butt: a butt (cask) which had been scuttled by making a hole in it so the water could be withdrawn. Since sailors exchanged gossip when they gathered at the scuttlebutt for a drink of water, scuttlebutt became Navy slang for gossip or rumours.

*[N.B. Not to be confused with "scuttle-shake" which will be familiar to drivers of chassis-based TRs, especially sidescreens!]*

So, here we go again, starting with a few changes and I'm sure there are others that I haven't heard about.

Dennis and Linda Masters have finally sold their beautiful Mimosa TR6 owned for many years. For anyone not familiar with the car, it was unusual as Dennis had done a very clever Surrey-top conversion, so had the options of Surrey, conventional hardtop or convertible. Whilst Dennis and Linda may no longer be TR Register members I hope we will continue to see them at LVG meetings from time to time.



~oOo~

Another car has moved on after a long time in the group. John and Val Burningham have swapped their green TR4A for a red TR6. Despite John being on the Camb Followers committee, they have been regular members

of LVG for many years and still visit us although often in their E-Type (also red!).



Is it purely coincidence that so many of the new group members have red cars and many of them are TR4As and TR6s? It seems the trend is away from the sidescreen cars to the slightly more comfortable or 'civilised' models with IRS, wind-up windows and foldaway hoods. We have yet to see an influx of TR7s and 8s on a regular basis so if any wedge-pilots have never been to a monthly meeting, we would welcome a bit of variety.

~oOo~

I recently received this email from another TR-less member, Les Jephson:

*I have been an inactive member of the group for a number of years.*

*Due to a lack of time (and space to transport the kids), I sold my TR6 last year.*

*I have come across a number of issues of the TR Register (212-260), which I no longer have use of. I don't want them to go in the bin and wondered if anyone in the group may like them. Free to a good home.*

*I am in Pulloxhill, so a nice run out for anybody who is interested.*

It's nice to hear from all members (and ex-members) and the kid-transportation problem

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is often the reason for cars to move on. Shame you are TR-less, but like many others you may well return to the fold later in life.

I took Les up on his offer of the TRactions, although the day I chose to collect them was far from 'a nice run out' in the TR but I had fun ploughing through the flooded country roads in 'The Skip'. I used to have a full set until a few years ago when we were flooded. I managed to save some of the later issues and bought the DVD with #1-200 on. I had managed to fill in the gaps in the later issues except for #228-229, so I am personally grateful for these. As we have quite a few more recent TRR members in the group, I'm sure I can find a good home for the rest, so please contact me if you would like any or all of them.

~oOo~

I've also had some news via Ian Cornish of another ex-LVG member, John Hanna:

*Had a long and encouraging e-mail from John Hanna this morning - his and Vanessa's health improved, and guess what he has acquired? His old TR!*

It's certainly good news about John and Vanessa. I had assumed that the TR was the famous (or infamous) TR3V8 with the Daimler SP250 engine but Ian's subsequent emails explained:

*John says it's his old TR, but I seem to recollect that he sold the SP250 engine. His acquisition has been restored with a 4-pot TR engine of some 140 BHP, which he says goes like stink! Just had this from John:*

*"I didn't make it clear by the way that 713NNK is a TR4. I know I was mostly associated with racing TR3s (especially the Daimler V8) but NNK was the last reincarnation. My replica TR3 Beta was on the same rolling chassis, which I built in 1982 from a log book. In 1985 I took the body off and replaced it with the TR4 shell, also registering it from a log book of a scrapped car. It is therefore a replica really and not the car the registration number says it is. That doesn't worry me though - its important history was in my hands and that's what matters to me."*

John was a regular member of LVG in the early days and went on to found the North London Group. I remember his TR3 with the SP250 engine and probably have some photos of it on slides stashed away in the loft so I'll try to dig them out sometime.

There was an interesting discussion about this on the TR Forum a few years ago

<http://www.tr-register.co.uk/forums/index.php?topic/19880-daimler-v8-engine-in-a-tr2/?hl=%2B%2Bsp250+%2B%2Bhanna#entry138603>

Here is an extract from John's response:

*[Posted by: hannadaimlerv8 Aug 27 2009]*

*I am still alive thankfully. Still living at the house I was born in 54 years ago in Studham. Ian Cornish has made contact with me as a result of the forum postings. He has talked me in to going to the North London meet tomorrow with him in 4VC. He didn't realise that I started up that group back in the seventies when I was running the V8 TR3. That was a beast. I bought it from somebody in the west country, advertised in E&M, broken for spares with a seized engine and little more than an inner body, chassis and engine. A little bit of standard reconstruction, swapping of plug leads and it all worked brilliantly. I raced it for two years, got bitten by the racing bug, took out the engine and raced it with a TR engine. I sold this car Reg 896 BPH in about 1980 as it never went around right hand bends properly after running over a little single seater in a high speed trial at Silverstone in the wet which spun in front of me. The new owner rang me some time later reporting it had a bent chassis. By the way the engine was the first Daimler V8, run as a bench tester by the factory. It's engine number was something like EXPD 1. An engineer from the factory had aquired it and put it in the TR 3. I sold it for a lot to an SP 250 racer - it financed the next phase of my racing.*

*I then built serious racers and competed until 1987. I so wish I had kept the V8 as it was. It was a complicated conversion. It required the bulkheads to be cut back, a flexible exhaust manifold each side, cutting of the steering column and universally jointing it twice to get round the engine. An adaptor sandwich plate for the gearbox was necessary and the bellhousing had to be cut away for the starter motor. It broke gearboxes regularly and I always kept a spare at race meetings. I could change it in under an hour with so much practice.*

*I lost touch with the TR world in about 1990. SCUBA diving took over ( I was a diver on the Mary Rose in the early 1980's). Three daughters, a Civil Service career and then running our Post Office all competed for my time. For the last few years I have gone back*

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*to my country pastimes of wildlife watching, fishing and Scottish hill walking. My passion is my VW campervan.*

*I nearly lost it all three years ago when I crashed a Nissan Micra courtesy car whilst ours was being repaired after a daughter dented it. I broke my back and was lucky to survive the injuries. Ironic - all those years of high speed hooliganism and then to lose it in a Micra. At least nobody else was injured.*

*It was great to see those postings of those that remembered me. The comments were very warming. And eat your heart out Paul. I am still tall (two inches shorter cos of crushed vertebra) and slim, but a bit grey.*

*I will keep in touch. There are many great memories I would like to share.*

*John Hanna*

I am hoping that Ian may be able to get hold of some photos as I'd love to include some in TRunnion. Does anyone else have any memories or photos of this unique TR?

~oOo~

I was pleasantly surprised to see so many TRs in the car park at the January meeting. I know quite a few are busy fettling their cars for the coming season, including Graham Wade who has actually provided this photographic evidence.



You are putting me to shame Graham. I had intended to do a full service and some other

long-overdue work during December, but the best laid plans of mice and TRmen... January has been more of the same so it may back up ever-closer to MOT-time.

~oOo~

I'm waiting to hear from John May who had an overdrive failure on his TR6 which caused him to miss the 'TRot 2 TRees' tour in September. This followed a gearbox oil change and is of great interest to me as mine is due for a change, having completed 25,000 miles. Apparently this is not the first known case of this type, so as anyone else in the group experienced overdrive failure after changing the oil? I have also been without a working overdrive for the last 1000 miles or so, due I believe to the operating solenoid. This is a real pain to reach get to change and adjust, so I will be attacking my gearbox tunnel with a Dremel to cut some suitable access holes to sort this. Once accustomed to using an overdrive in 2nd, 3rd and 4th, driving without it is so frustrating, especially on trips around the town of a thousand roundabouts (MK) where OD2 really comes into its own for rapid and safe acceleration out of each roundabout.

~oOo~

The LVG 2014 Events Calendar will be published following the January committee meeting, but meanwhile here are a few extra-curricular events which you may be interested in.

- The 8th MK Classic 'Drive It Day' Tour (Sunday 27th April) of approx. 90 miles will again include the Alpine Circuit at Millbrook and finish at the Porsche Driving Experience at Silverstone. This is usually booked up well in advance, but I checked this week and there are still a few places left.
- The Carpenters Arms Classic Car Club 'Springing Up' Tour is on Saturday/Sunday 3rd/4th May. Starting point this time is Bradford on Avon, about 7 miles from Bath. As the hotel has offered a discounted rate for an optional extra night, several of us are going down on the Friday and will probably meet up for a group dinner.

Details and entry forms for both these events are on the website.

- For those wanting a slightly longer drive, the Sporting Bears Motor Club has the 'Tour With No Name' on Friday-Sunday 9th-11th May, based in Ravenstonedale, Cumbria. Contact me for details.

## **TSSC News**

### **Change of pub TSSC meeting venue**

From Peter Lewis:

There were thoughts of a pub change at the last meeting, so we have been busy trying to locate a venue that has atmosphere, service, cosy log fires, room to hold a natter and noggin without imposing our rabbiting onto restaurant clients. I did a home location scatter of those attending over the last 4 months and the Hitchin zone is still fairly central.

Me, Ray, Pete S, Barry & Christine spent a night on a pub crawl to check out possibles, and after visiting 9 pubs over a distance of over 50 miles we were so sozzled we couldn't remember why we were out. !!!!

Anyway, the best all rounder got our vote as this is a small country pub, with a log fire and a 28 seat conservatory that we can take over. They don't do food on Mondays, so we don't clash with other customers having a quite meal out. We can use the room for talks /films or whatever.

There is a large flat car park and they can provide snacks and buffet for us (small cost) but allows us to bring the evening up the heap a bit.

It's also used by the Letchworth Classic Car Club earlier in the month. It works well for them with more numbers.

This does mean some of us west of Hitchin have an extra 8 mile ride through the lanes but I think you will be happy here. Another plus is you get served quick, not stand like a lemon waiting to find some staff. So...

From JANUARY 27th 2014 we will transfer to

THE RISING SUN PH  
MAIDEN STREET  
HALLS GREEN  
WESTON  
SG4 7DR

Map link:

<http://www.streetmap.co.uk/map.srf?X=526871&Y=229306&A=Y&Z=120>

If you search on Google maps, the pub is misplaced - use the road name.

Route link from the Moorhens to Rising Sun:

<http://goo.gl/maps/wlKpz>

If arriving from Letchworth A505 you have to drive to the next roundabout and return to the B197 (old A1) as there is no centre slip.

A505 link: <http://goo.gl/maps/xjKHP>

Bear in mind that from the offset cross-roads in Weston the lane does narrow to single lane in places and some of the signposts off the B197 to Weston are not at their best. There is a suggestion we put some roadside /verge TSSC Arrows....I'll dream about that one.

I hope you find this acceptable, we know we can't please all the people all the time but finding what fits is not easy; we do need to revitalise and a venue change is a good start.

~~~

Seems like a smart move Peter. We'll probably gatecrash - any excuse for a drive to a nice pub in the TR.

### **Members' Stories...**

*...will be back if anyone sends me anything!*

*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 (long since, 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.*

