

# The TRunnion

TR Register Lea Valley Group

2014 Issue 6 (Nov/Dec)

## LVG COMMITTEE 2014

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

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

LVG: [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).

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

However, this year, we promoted the following

# BIG-4

events and would welcome comments and suggestions for next year.

**May.11: LVG "Baldock-Broom-Bury Tour" ✓**

**Jun.22: STMD (Brooklands) ✓**

**Sep.7: LVG "The King's Run Tour" ✓**

**Sep.21: Kop Hillclimb ✓**

~o0o~

## Other Events

### 2014

**Dec.7: LVG Monthly Lunchtime Meeting**

**Note: Meeting dates are changed for 2015**

### 2015

**Jan.4: No LVG Monthly Lunchtime Meeting (Now moved to third Sundays)**

**Jan.18: LVG Monthly Lunchtime Meeting**

**Feb.7: LVG Committee Meeting**

**Feb.15: LVG Monthly Lunchtime Meeting**

**Mar.15: LVG AGM**

**Apr.19: LVG Monthly Lunchtime Meeting**

**This calendar will be regularly updated in TRunnion and also on the website, so please check there for latest information.**

## TRunnion Deadlines

Please note the following easy-to-remember dates for 2015 TRunnion contributions.

**Tuesday 1st January      Wednesday 1st July**  
**Sunday 1st March        Tuesday 1st September**  
**Friday 1st May            Sunday 1st November**  
[Late contributions accepted by prior agreement]

## **EDITORIAL**

After a period during which TRunnions were running dry and virtually seizing, this one has been well greased with no less than 3 items from Julian and another from Pierre, plus some snippets from email conversations which I have included in Scuttlebutt. Thank you to all who have contributed to help keep our newsletter running - it does make the editor's job worthwhile.

The second of Julian's reports covers discussion of the TR Register Insurance and proxy voting system at the AGM so I'm sure members will be glad to read another (albeit not so different) view of the TRR's recent turmoil. The insurance issue has been the subject of immense concern and heated debate, both on the Forum and in the real world, especially amongst many long-standing members and insurance professionals in the club, but the good news is that most disaffected members are prepared to give the club one more year and to get behind the new Chairman and Board (Committee). That includes all who stood unsuccessfully against sitting Board members and others who had already left the club or were in the process of letting their membership lapse. Many of these I know personally or via the Forum and provide me assurance that the new Board will not be allowed to repeat the mistakes of the past. It will take a great deal of time and effort to rectify the damage that has been done, but the best way to do that is from within the club and providing assistance to the teams working on various new projects. I have even volunteered to assist with Wayne's brave new world of communications - his presentation made it clear why so much of this aspect of the club has been difficult to improve but major progress has been made to put us

ahead of most other clubs, many of whom are similarly challenged.

I believe that if more members had heard that presentation, there would be fewer still contemplating leaving, so I am encouraging any hovering on the brink to just give it one more year. We have already turned a few around, so maybe others will reconsider during their 3 months 'grace period' - this will be a great club again!

At the recent LVG Committee meeting, we decided that publishing our minutes may encourage greater participation of other members in discussion of events, and is also in line with the TR Register's promise of greater openness and transparency. However, running to 6 pages, I have not included them in TRunnion in their entirety as some people already complain it's too big! Instead, I am simply including 'highlights' but will attach the full unexpurgated minutes as a standalone document to those who receive TRunnion via email and also post them on our website with the corresponding issue of TRunnion. Please try to read and comment on the full minutes prior to the AGM. We especially want to hear from those potential members within our area that won't be able to attend the AGM or that we rarely meet at monthly meetings and events.

Just to spare you my usual ugly-mug shot, I'll end with a rare sight of my car scrubbed and dressed for Sarah and Mark's wedding.



**BrianC**

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## **So, it's "Goodbye" from Ian and "Hello" to Howard**

As most of you will know, Eastern Groups Co-ordinator, Ian Freeman, has stepped down from the post due to a change of job. Having recently joined the commuting wage-slaves of London, the long hours and travelling leave him no time to visit the local groups scattered far and wide around the large Eastern area after work. We are sorry to lose Ian, as he has been very supportive of LVG during his term of office, often turning up unexpectedly at Sunday lunchtime and Wednesday evening meetings. We are fortunate that one big man (in size and personality) has been replaced by another, with Howard Pryor venturing out of North London into the wilds of East Anglia. I TRust he will be able to cope with the language barrier and slower pace of life. I hope we will continue to see Ian at the odd Sunday meeting and look forward to our first visit from Howard.

## Group Leader's Report – 13th October 2014

I started my last Social Scene report with a comment about the words “Doesn't time fly”, then completely missed the deadline for the following report, so sincere apologies for the lack of report last month.

Our BIG-4 events for 2014 have now concluded in style. The much awaited Kings Run was kindly and expertly organised by Chris and Pat Glasbey. This tour started in Duxford at the World Famous Comfort Café where the bacon baps were excellent. Amusingly, our departure was inhibited by not one, not two, but three coach loads of Nun's making a “comfort stop”! Despite this minor setback, the tour started promptly at 09h30, destined to take in various points of royal interest, hence “The Kings Run”. The first point was a meander through the gallops near Newmarket, horseracing being the sport of kings of course. After a very pleasant coffee break at the Elveden Estate's The Courtyard (highly recommend visiting the gift shops here), we then proceeded through one of the nicest stretches of road I've been on in the car. The Kings Forest is part of Thetford Forest, and as such, brought visions of Corporal Jones pottering along in his delivery van with Mainwaring and Wilson in the front and rifles protruding through holes in the roof. We arrived at Wicken Fen in good time for a picnic lunch and a short leg stretch in perfect sunshine, but not before we witnessed Paul and Dave literally take off on one of the bouncier parts of the roads approaching our lunch spot! The remainder of the run was more of the same, taking in the Wilbrahams, the Shelfords and finishing at the very excellent Royal Oak in the stunning village of Barrington, a destination naturally fit for kings. Very soon after our arrival, being so close to Duxford, we were treated to a fly past by a spitfire; excellent organisation Chris and / or Pat! I would also like to congratulate Beth Roberts (age 9) and Alistair Beynon (age 13) on their Kings Run Junior Navigator awards. Without taking anything away from any previous run, this was up there with the best and I thank Chris and Pat sincerely on behalf of the group.

The final event of the year was a more sedate attendance at the Kop Hill climb. Whilst this was not a driving event for us, it was excellent to see the Chiltern Group presence at their tent (thanks for the hospitality guys), not to mention seeing all manner of vintage and classic cars making their way at various pace up the hill.

My final offering this month is mention of our Christmas event which, unless you hear otherwise, will be included as part of the normal first Sunday lunch on December 5th.<sup>†</sup> At the time of writing the venue is yet to be arranged, so please look out for local notices by email or in TRunnion, or alternatively contact me on 07818 060101 or at [jhensman@seorb.com](mailto:jhensman@seorb.com). I hope you can make it!



*Julian Hensman*

*[† Editor: At a recent committee meeting, we decided to once again avoid the overcrowded Christmas period in favour of a New Year Kick-off lunch - details pending!].*



*[A copy of this report will also appear in TRaction #278 Social Scene]*

## **Group Leader's Report – 9th November 2014**

I thought I would try to surprise Brian with not one, but two reports for this edition of TRunnion. This then is with the Group Leader hat on to bring a quick update in terms of what is going on in the Group.

With all the BIG-4 events of 2014 completed, October was a month of reflection that culminated in our Q4 Committee Meeting. Notes on this and future meetings should from now on appear somewhere in TRunnion. We have decided that publishing them would be a good idea so that you can see what is being discussed and planned. We hope this will assist in our drive to promote greater interest in the Group and what we are trying to achieve. As such, I will not dwell on the meeting here except to say that one of the outcomes was an intention to re-issue the Gaining TRaction Survey. This is a simple questionnaire that we ask all Lea Valley Members to complete as it is invaluable in advising what you, the members, would like your group to do. I appeal to all our members then to complete this form and return to us when it is issued early in the New Year.

Another major recent event was the TR Register AGM held at the Heritage Motor Museum in Gaydon. I attended with Brian and Pierre and whilst I did not make comprehensive notes, I did write down some aspects which I thought were worthy.

The first point of interest, which I think is extremely important to understand, is how the voting system works. It is very difficult in any company (yes, the club is in fact a company if you didn't know!) to record votes in an efficient manner during a meeting where you never know how many people will attend, and I would guess there were somewhere between 300 and 400 people present. New to this AGM was the proxy voting system, whereby you can have a member present at the meeting vote on your behalf. This vote can be discretionary, where you rely on your proxy's opinion, or specific where you instruct them how to vote. There are two methods of voting during the meeting: A show of hands, or under certain circumstances, a poll. The show of hands is noteworthy in that each person present holds a maximum of three votes. The first is their own, the second is one vote to represent any AND ALL proxy votes FOR a motion, and the third is to represent any AND ALL proxy votes AGAINST a motion. This means that if they held proxy for 20 members who wanted to vote for a motion, 20 members who want to vote against a motion, plus their own vote, they would (on a show of hands) vote once for, once against plus once for themselves. Those mathematicians amongst you will notice that this adds up to three votes, not 41, which is the number of members they are representing. So a show of hands is not a proportional representation. This is not the case if a poll is called as proxy's then need to cast a vote for each member they are representing. So if you want to make sure your vote counts, the only real solution is to turn up. In practice however, this is normally not a problem and a poll can be request by the Directors or by a minimum of 5 members present on any motion.

The main bone of contention in the AGM was the Insurance Scheme, which was set up to improve earnings to the club whilst maintaining policy coverage. It was stressed in the meeting that additional income to the club will in fact be vital for survival in the coming years, which I found quite interesting. That aside, there is clearly a lot of feeling in the club that the implementation of this scheme was not handled well. However, whether you agree with this or not, we are where we are and some small steps have been taken to rectify the situation. In terms of performance, despite some indication earlier this year that the scheme would need to be lent more money, in fact it turns out that much of the original loan is now paid back and that the scheme should break even by March 2015. Whilst this is good news for the club financially, there were those present at the meeting who were keen to point out that this represents a very significant loss of insurance income over the past two years that would have been earned from Towergate. The Committee then pointed out that the investment was never meant to be short term and once policy numbers reach those attained with Towergate, the income to the club per policy will be approximately three times that offered by Towergate. The Committee also pointed out that improvements had been made to policies with further improvements being planned and discussed, but that the original intention to expand the insurance offering beyond that of insuring your TR have had to be curtailed. It struck me at that point that there should be (and it was indeed mentioned) a business plan for this scheme. A much better approach then would have been to publish this plan to the members, so that the original intentions would have been far better communicated and therefore understood, including importantly the justification. Also, certain appointments to the board of Hawskworth Didcot Limited, a wholly owned subsidiary set up to insulated the club from these additional broking

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activities, were ill advised at best and this was a large influencer in the ill-feeling felt. Again, steps have been taken to correct this with notable resignations from the board of that company, and indeed not far short of commitment to close it in the near future and have the commissions from K Drew (the insurer) paid directly to the club.

I am writing all this because I personally (and you need to make your own mind up) believe there are a few take-aways from this. Firstly, whatever the real reasons for setting Hawksworth Didcot up were, it looks like its days are numbered. Good. Secondly, I would hope that the Committee has had a very stern lesson in how to communicate with and treat their members. They simply cannot get involved in such schemes without greater support, and certainly need to be more open about motives and details. Finally, if we really want to get a result for the club from this debacle, there is only one way; insure your car through the scheme. Whether you believe the scheme is right for your car is a separate matter of course. The choice is yours.

I hope I have not been biased in these notes on the insurance topic; it is my intention to be completely the opposite. I have tried to state fact based on where we are but I do think it is important to put the episode behind us now. Let's see what happens.



*Julian Hensman*

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## The King's Run - Not Only (LVG), But Also...

Whilst this excellent LVG tour organised by Chris and Pat Glasbey wasn't as well supported by our own group as we had hoped, by opening it up to other groups and car clubs, we had a wonderfully diverse range of cars and made some new friends, including a few youngsters.



*[Photos by Julian Hensman]*

## 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. This eventually morphed into "Scuttlebutt"†:

### †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!]

### From Tim Hunt

Several communications from Tim on the subject of the Club Triumph Round Britain Run.

*1st October: As you may recall, I am off this Friday evening in the 4A on Club Triumph's Round Britain with Howard Pryor co-driving. It is a long time since the car was tuned but I was far from unhappy with how it was running. However, I bit the bullet and booked it in for a rolling road session with Peter Baldwin this afternoon to be sure it would be performing at its best over the weekend.*

*I must say I was really pleased with the result. The SUs were already pretty well set up with excellent CO2 and HC figures and only needed a tweak. The plugs were showing a higher than normal resistance and were past their best so I fitted a new set I had presciently taken with me. The 123 Ignition distributor needed adjustment. I had fitted this seven years ago and selected advance curve 7, as recommended for a 4A engine in pretty standard tune. I had been happy with how it performed but Peter found that at idle I had only 6 degrees, advance whilst this should have been 10 degrees and the ignition was correspondingly 4 degrees more retarded than it should have been at 2,000 and 4,500 rpm. Peter rotated the distributor to obtain maximum power whilst I held 4,500 rpm in 3rd and this peaked at 120bhp. The advance figures are now exactly in line with curve 7. On the initial power run the highest figure seen was 107bhp at 4,500rpm.*

*On the way home the difference was marked. The car runs more smoothly at 25mph in 4th than before and if I floor the throttle at this speed there is no pinking. The car now picks up in overdrive top as well as it used to in direct top from similar speeds. Over the last two or three years the car has averaged a true consumption, corrected for known odometer error, of between 32 and 33 mpg and in fact on the 2012 RBR the car returned a true 32.5 mpg. I don't think we will be driving the car any differently so it will be very interesting to see how the consumption on this weekend's Run compares now that the ignition and carburation are optimal.*

*2nd October: You may not have heard but the MSA are now insisting that we remove the word 'Reliability' from the name of our Blue Riband event. For some reason they seem to think the word implies an element of competition! It is now the RBR and yes, TRs are well represented this time. The latest list stands at a total of 106 entries including a 3A, two 4s, four 4As, four 6s and four 7s. Unfortunately both TR5s have been withdrawn but at least Mike Weaver is using his Dolomite Sprint instead so we don't lose an entry. I note also that Andy Martin prefers his Surrey 4A with hard top fitted to his ex works Vitesse 1600, sensible man! For some strange reason however Keith Bennett prefers the challenge of his 1963 12/50 Herald to using his 4A. We are all keeping our fingers crossed for the three brave Dutchmen in their 1950 Renown!! This is the oldest vehicle ever to have attempted the Run.*

*I appreciate that 2,027 miles of Great Britain in 48 hours is a bit full on for those who like a bit of sightseeing but do remember that C.T. also organises more gentle tours such as the Welsh and Northern that you may have read of on the club website.*

*Thanks for your good wishes. I hope to be able to report on my eighteenth successful completion of the Round Britain in the same car.*

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*8th October: I am glad to report that Howard and I successfully completed this event last weekend. It was my twentieth Run in the same car and the most enjoyable to date. Not only did we not have to touch the car during the 2,000 miles, always a bonus, but the extra 13bhp found during the rolling road session with Peter Baldwin last week has transformed the car on the road, not that I was unhappy with how it went before!*

*When you have more zip available it is hard to resist exploiting it from time to time and there is no doubt that Howard drove the car harder than his predecessor did on the previous Run in 2012. Despite this we achieved a true overall consumption of 34.05mpg (corrected for known odometer error) a 5% IMPROVEMENT over 2012! We actually spent 38 hours 58 minutes at the wheel for a running average speed of 51.28mph. You can see from the attached picture from the Land's End control that even 1,632 miles in 37 hours hadn't wiped the grin off my face as I was enjoying the car so much.*

*Unfortunately there was a fairly high attrition rate this time with 11 of the 103 starters failing to finish for a variety of mechanical maladies. I am pleased to report, however, that the three intrepid Belgians (not Dutchmen) in a 1950 Renown finished the Run. This is the oldest car ever to have achieved the feat and buoyed by the success the owner is even talking of the possibility of entering a pre-war car in the 2016 event!! I fear that might be a bridge too far.*



Many thanks for keeping me and the rest of the group informed Tim. Maybe I'll take my car back to Peter next April after I've done a few jobs and have a new MOT, although it is still running quite well since his last session. Several people have expressed concern over where to go if or when Peter does decide to stop rolling his road. There are few 'old school' tuners like him left in the country, let alone this area.

Congratulations on another successful RBRR. I followed much of it via postings on the Forum, Twitter and Facebook and was pleased to see that there were plenty of TRs this year. Much as I fancy a full UK tour, I think I would rather spend longer and do some sight-seeing. However, I may consider doing RBRR (although the new title of RBR may be more appropriate for my car on such a long event as it may not be as reliable as yours) or something similar with my son in 2016 as we have significant birthdays in Nov/Dec that year.

~oOo~

### **From Phil Titchner**

*RE: Tiger Moth Rally Photos - Update*

*I thought that I had better update the aircraft recognition before Peter Muncer gets to his keyboard. The trio of planes that I had not labelled are quite interesting.*

*The front two had both been flown from Germany and are Focke-Wulf FW 44J Stieglitz. I was talking to the pilot of one who said they were made after the first world war and are very manoeuvrable and great to fly but a pity about the engine which is first World War technology. He said something about having to oil the valves every few flying hours.*

*The aircraft behind is, I think, a Queen Bee converted to a Tiger Moth. The Queen Bee was the remotely controlled version of the Tiger Moth used for target practice (you would not want to get mistaken for one of those by accident).*

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*The DH 84 in the picture is a Dragon not a DH 89 Dragon Rapide. The wings on the Dragon have square wing tips not the elliptical ones on the Dragon Rapide.*

*Well it may be the end of the season but this year has been busy for work on the car. Firstly I had all the paintwork done which meant that I did not have the car until the season had started. As I said previously I have, following your good advice, now fitted a new front windscreen seal that looks a much better fit and the cylinder head that John Burningham kindly brought back from the International has been fitted. Hopefully this will enable me to get more use from the car next season.*

Many thanks for the update Phil. Sorry about the 'Rapide' - my error (but I'm surprised Lynda didn't spot it!)

~o0o~

### From Paul Richardson

*Brian, pictures of LVG trailer I have looked after for years. All the wood went rotten so I replaced. I painted all the steelwork with silver Hammerite, put on a new lighting board & packed the wheel bearings with grease. It is now in good order! It resides in my barn.*



You have obviously done a good restoration on that Paul and it would be very useful if we wanted to rent a group table/pitch to sell spares at a show. I would be interested and Jon has also said he has some spares to sell, so maybe we could have a group outing sometime next year. I have added the trailer to the LVG inventory and will include photos in TRunnion. Is the gazebo in the trailer and do we have any photos of it erected?

~o0o~

### Rebuild News - Mike Timlett's TR3A

I visited Mike recently to see how he is progressing with his rebuild. Regulars at The Cock may recall that when we first met him, he had a very nice Primrose TR3A, but that was soon replaced by a Signal Red TR3A which appeared to be in good order, having had much work done by the previous owner. Alas, beauty turned out to be only skin-deep and Mike discovered some worrying bodes and errors. Having rebuilt several cars in the past, Mike decided the only way to feel safe in the car was to go for the full Monty. The car is now close to completion, sporting lots of NOS panels and Powder Blue paintwork which is Mike's favourite colour. Although under the impression that the car had always been red, when Bill Piggott's trace arrive it showed that it had actually left the factory in Powder Blue, so that is one piece of originality restored, not that total originality is important to Mike. Mechanically everything is complete and the engine started easily for the first time in several months and sounded excellent.

Mike has not been able to work on the car as much as he would have liked this year as he has been undergoing a bit of a rebuild himself and also spent a huge amount of time organising the much improved Luton Festival of Transport. Despite that, he and Marian have been persuaded to do it again next year (Sunday 14th June). This has always been a popular event with LVG and we usually shack up with TSSC, so maybe this year we can persuade a few more Standard Triumph clubs to join us and make a real impression. Perhaps that will be an incentive for Mike to get his car finished and display it alongside Marian's recently acquired and very original Standard Flying 8.

## **Members' Stories...is back - thanks to Pierre Miles**

*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.*

### **A Track Day in a TR6 - Pierre Miles**

Monday 13 October 2014: one of the wettest days in recent times and the day I went on my very first track day! What an experience that turned out to be. But, back to the beginning of the story. Basically, I blame my son Chris who, not long ago, bought a 1983 Alfasud that had been modified by a previous owner who was really into circuit sprint and hill climb events. The modifications included bigger engine with blue printed components and sports camshafts, lower and harder suspension, sports exhaust, roll cage and semi-slick road-legal tyres. The gearbox had also been modified to have higher ratios more suited to competitions. Since buying the car, Chris had often said that he wanted to try it out in a safe environment to find out exactly what it was that he'd bought and we often mentioned track days as being a suitable way to do this. After a little while, I found that I had agreed to go along with him for the day and not only that, but I'd agreed to take the TR out on the track as well. Not sure how that actually came about but the end result was that we'd both been booked into an event at Cadwell Park in Lincolnshire organised by Opentrack Events Ltd.

Preparation for such an event needs to be extensive, so I checked the oil levels, painted the tow eyes yellow, added a couple of 'tow point' stickers and cleaned the windscreen before setting off the day before for a good night's rest in a local hotel before the early start on the track day. Well, that was the plan anyway. The hotel fire alarm sounded at 3.30am and amazingly, it was a real fire - in fact, a rather large fire! Fortunately, it was the leisure complex adjacent to the main accommodation building that was ablaze but unfortunately, the gap between them was sufficiently small for the fire brigade to order the evacuation of the guests. Two hours later, it was decided that the 40+ firemen had done enough to quell the blaze that we could all go back to bed, although under threat of being evacuated again should it be necessary.

Early breakfast, out of the hotel and into the rain for the short trip to the circuit for registration, driver briefing and scrutineering. Just after 9am, we were out on the track following a course car for a handful of 'sighting laps' that enable track conditions to be checked. Quite easy to summarise the track conditions – very, very wet with puddles of various sizes intermingled with small streams running across the track. This was not going to be easy for a first-timer in a rear-wheel drive car. Made sure my novice sticker was securely stuck on the back!

At 9:30am, the track day started in earnest. The format was simple: track open until noon, then closed for one hour for lunch and then re-opened until 5pm or it got dark. For the first half hour, I watched the proceedings from the restaurant, interested in seeing how the others coped in the now heavy rain before plucking up the courage and deciding to get out on the track. Just settling into the TR when out came the red flags to shut the circuit – a mix of brake failure and aquaplaning resulted in a car leaving the track and damaging the barriers. An hour later, the barriers had been repaired and the track re-opened. By this time, I was fired up with caffeine and ready to go for it. Although it was still raining hard, visibility was good but the same could not be said for tyre grip. I have to say that those first half-dozen laps were both exhilarating and scary at the same time. Staying on the track was not too difficult (most of the time!) but constantly watching for water on the track while checking the mirrors for the faster cars did take some concentration. Anyway, track knowledge and speed built up quite nicely but after a confirmation that the TR does not have ABS and that going over the brow of a hill at full throttle could mean loss of rear grip, I decided that over-confidence was setting in and that perhaps a cup of tea was called for. Anyway, it was still raining.

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And that was the pattern for the rest of the day - out on track for 5-10 laps before coming back in to wind down a little. I reckoned that the biggest risk for me was over-confidence on my first track day experience and the day's very poor conditions.

Off-track time offered the chance of watching the other cars and having a wander around the paddock. There was a range of cars there, from Clios, assorted BMWs, a 1964 Mini, various Alfas (including a fantastic 4C) and a fair number of Imprezas, Evos and Caterhams that fairly flew around the circuit, even in the wet. I felt quite pleased that as far as I could tell, my TR6 was the only car there that had not been modified in some way. This probably explained why I never overtook anybody!

As the day progressed, the red flags came out a couple more times and the yellow caution flags several times as cars 'checked out the length of the grass'. Although we were often on the track at the same time, I never saw Chris out there and he never saw me - really strange. By the time mid-afternoon came along, we both felt really tired from the concentration required and decided to stop and have a rest before driving home - in the rain, of course.

All in all - a really great day and one that I expect we will be repeating sometime soon, but without the rain I hope. The event was organised by Opentrack Events Ltd (<http://www.opentrack.co.uk/>) and included in the price was free tuition from instructors and free photography.

And how did the TR cope with its demanding day? Just great - except for some rain getting in and giving me damp ankles on the way home. Not too bad after 10 hours continuous rain. I did mention that it rained a bit, didn't I?

*Many thanks for that Pierre - much appreciated. A track day is on my list of new things to do so maybe your experience will encourage other members to have a go. The thought of safety in numbers and a bit of moral (and possibly mechanical) support would probably help.*



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## **There's no progress without wars ... - Julian Hensman**

Two articles ago I finished with words along the lines of "if you find faults, make sure you check your own work first". This is the basis on which I named this article. Is it just me or is it true that sometimes, you just cannot get something perfect? I refer not only to my faulty horn, which thankfully is now connected properly and working after my previous attempts at tidying up the wiring, but also to a knocking noise which developed post summer coming somewhere from under the passenger side of the car. I also refer to the rattling coming from the passenger door which I spent some hours trying to de-rattle, the difficulty encountered with the seemingly simple matter of fitting the new Kenlowe fan, and the trouble to which I have gone to get my new seats comfortable. If a job is worth doing well, finish it, realise you haven't finished it properly and re-do it ten times.

The horn was bugging me for ages. Basically only one of them was working, which whilst you probably don't use the horn very often, sounds rubbish. You may also remember trouble I had previously where almost the opposite happened and the horn would occasionally sound itself and ultimately, would not switch off at all. I don't know which was more embarrassing. So, rewind ... The engine bay of my car is not the worst I have seen but it is not clean and certainly far from concourse. A large contributing factor to this is the fact that the wiring left a lot to be desired. It is as far as I know the original loom but had various sections which resembled old spaghetti drizzled in oil (engine variety, not olive). I am proud of my car, despite its foibles (and it has many), so I undertook to tidy the wiring in the engine bay, especially as I had previously added the driving lights and other electrical goodies. I remembered from years ago that you can get non-sticky PCV tape, that allows you to insulate wiring effectively but without the horrible goo associated with normal tape. Unfortunately, this I cannot find for love nor money so if anybody knows where to get it, I would appreciate a nod. Instead I found some cloth insulating tape which looks much nicer than PCV and I set about enthusiastically encasing much of the exposed loom with it. Several hours

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later, it looked amazing; well, as amazing as wiring can look. The only problem was, one of the sidelights no longer worked. B8gg3r. Knife out, tape off, where's that sidelight connector? Half an hour later, the fault was traced to a connector that had simply come apart so I fitted a new one, and re-taped, making sure at various stages that everything was working still. Everything that is except the horn. So I ran out of time, finished up and only several weeks later noticed the lame, single note of the horn as I chastised a boy racer who cut me up at a roundabout. When I again found time, I of course stripped the insulation off the loom on the wrong side of the car before finding the other bad connection. This time I did find the problem area but only had a double connector instead of a single one so still need to replace it but at least the horn is restored to its full glory. New single connector were ordered and have now arrived. All I need is time to fit ...

I also recently investigated the knocking noise which was coming from under the car. This was much more of a concern as it seemed to suggest something was loose which definitely should not be. Let me clarify by stating that this particular noise was separate to the clank of either prop shaft UJs or diff mounts (I suspect the former) which has also developed on load take up. Anyway, just before driving Brian to the AGM (I thought I should perhaps make his first ride in a 6 a reasonably safe one) I got the car in the air to investigate. Expecting either a major problem immediately presenting itself or the unknown remaining such, I was surprised in way that when I was lifting the car, I heard the familiar noises. Aha! Interesting. Convenient too. The worst type of intermittent problem is one you cannot reproduce but this seems to be reproducible at will. All I needed was to be able to jack the front of the car and look underneath it at the same time. A second pair of hands belonging to Magda were quickly recruited to operate the jack and I very carefully positioned myself such that I could listen to where the noise was coming from. Bingo. Was it my own work? Of course it was. I put adjustable brackets on the lever arms some time ago and one of them, whilst very securely fixed to the car, was moving up and down a little (not the bracket itself but the adjuster). This was a result of doing the adjuster nut up whilst the lever arm was stressed, and therefore not sitting in a "true" position. I was very pleased with having found this and the problem, whilst not completely solved (I need to do it up some more) is much better.

Last snippet this time is an admission of stupidity. I know, very hard to believe but there it is. I have for some time been monitoring my fuel consumption. As part of this, I obviously monitor how much fuel I put in the tank, which normally is when my fuel gauge reads close (but not too close) to empty. I have always thought I never got far on a tank of petrol, approximately 190 miles, but it simply never occurred to me that I should be getting more. I just assumed, old car, small tank. But then I noticed in my spreadsheet that I was only filling up with 8 gallons of fuel in a tank that was supposed to be 11.25 gallons! Duurrr. A quick chat on the forum with some helpful fellows confirmed that they regularly 250+ miles form a tank so either I have a small tank, which is unlikely, or the gauge doesn't read accurately at all at the lower end. Either way, the next step is to put a dipstick in and see what that reads. I can't help feeling a bit thick on that one though.



I will leave you this time with a picture of Magda and the dogs, which is quite cute, taken during the Kings Run. Next time, details about the fan fitting, seat positioning and the Rattle Battle!



*Julian Hensman*

*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 **rebuiders**, **racers**, **rallyists**, **tourists**, **concours specialists** and especially **partners** and **new** or even **prospective TR owners***

## Highlights of the TRR LVG Committee Meeting 25/10/2104

### Meeting Venue and Dates

As a result of feedback regarding the first Sunday of each month, the Committee agreed that meetings in 2015 would be changed to:

**Third** Sunday lunchtime of each month.

**First** Wednesday evening of each month (in addition to Third Sunday, from April to September)

The Committee agreed that whilst The Cock in Broom is a very nice and characterful pub, it is neither big enough nor conducive enough to socialising, especially for winter months. Suggestions are invited for a suitable venue.

The Committee noted that Howard Prior will take over from Ian Freeman as Eastern Area Coordinator.

### 2014 LVG AGM

The Committee agreed that the timing of the 2014 LVG AGM should be the 3rd Sunday in March 2015. The timing of account submission was questioned. If the accounts are required earlier, an EGM will be convened during a regular club monthly meeting in order to approve them.

### 2014 Christmas/2015 Kick-off Meal

Owing to other pressures and time constraints during the Christmas period, as in recent years, a new year kick off lunch would be better than a Christmas dinner. Paul is currently planning the 2015 Kick-off Lunch as a mid-month, Saturday lunch in January or February and the target venue is the Green Man in Great Offley.

### Website

Following my (Brian's) discussions with Ian Brown we considered the possibility of

creating our own simple website which would be more manageable than the current official TR Register group website. However, Wayne Scott (TRR Press Officer) has plans well under way for new club and local group websites using state of the art technology, plus greater use of other internet tools and social media. As the club website will eventually be re-done, I will continue to maintain it. We will also be creating a Facebook page using the templates already adopted by several other groups. Whilst it is recognised that not many LVG members use social media at present, set up is easy and basic tuition can be given. I have also suggested that a Facebook demo could be given to members at one of the group meetings and perhaps also offer one-to-one assistance at home.

### BIG-4 LVG Events 2015

The Committee agreed that promoting 4 main events for the year should continue. All BIG-4 events will also be offered to other groups and clubs, including other car owners and younger enthusiasts.

### Route to Lunch Revival

Now that the MSA Rules have been relaxed, Route to Lunch can be revived. The Committee agreed that this should be a non-winter event (April to September) in order to maximise participation. The next Route to Lunch therefore will be in April 2015 from Kempston and will be hosted by Dave.

### 2015 Gaining TRaction Survey

The Committee Agreed that the Gaining TRaction survey should be performed every year and should be issued as soon as possible for input to the 2015 calendar.

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**Please note that the full minutes are available on the website - we welcome all comments.**

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*Remember that from January 2015, the First Sunday meetings will be moving to the Third Sunday, and the Third Wednesday meetings will be moving to the First Wednesday. Confused?*

*Don't worry - I will be sending a reminder a few days before each meeting, either with TRunnion or as a separate email.*