

The TRunnion

TR Register Lea Valley Group

2015 Issue 3 (May/June)

LVG COMMITTEE 2015

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MEETINGS VENUE

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

This is a 'lunchtime meeting', not specifically a 'lunch meeting'. Food is optional, so no need to book. Plenty of parking space behind pub.

WEB SITES

TR Register: www.tr-register.co.uk

TR Forum: www.tr-register.co.uk/forums

LVG: www.groups.tr-register.co.uk/lea-valley

Facebook: **"TR Register Lea Valley Group"**
www.facebook.com/leavalleyTR

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@mybtinternet.com.

2015 EVENTS CALENDAR

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.

BIG-4

Four major events which we encourage all members to attend.

May.17: Peter Muncer's Tulip Tour to Shuttleworth

Jun.14: Luton Festival of Transport, Stockwood Park

July.11: Fun on the Farm, Oundle (Provisional)

Sep.18-20: Triumphant Welsh Classic Tour

(Other events continued below)

Disclaimer -

The TR Register wish to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company, or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.

Other Events

Note: Monthly lunchtime meeting dates are now moved to the third Sunday.

2015

May.17: LVG Sunday Lunchtime Meeting

May.17: [BIG-4] Peter Muncer's Tiptoe Through the Tulips Tour to Shuttleworth

Jun.3: LVG Wednesday Evening Meeting

Jun.6: LGCCVCC Letchworth Picnic, Halls Green, nr Weston

Jun.14: [BIG-4] Luton Festival of Transport, Stockwood Park

Jun.21: LVG Sunday Lunchtime Meeting

Jun.21: CACCC Tibbles Tour

Jun.28: LBNGR Vintage Vehicle Day

Jul.1: LVG Wednesday Evening Meeting

Jul.1: Classics in the Walled Garden, Luton Hoo

Jul.4: LVG Committee Meeting

July 11: [BIG-4] Fun on the Farm, Oundle (Provisional)

Jul.12: SBMC Kimbolton Country Fayre

Jul.18: STMD, Shelsey Walsh (Saturday)

Jul.19: LVG Sunday Lunchtime Meeting

Jul.22: Classics on the Common, Harpenden

Aug.5: LVG Wednesday Evening Meeting

Aug.7-9: TRR International Weekend, Malvern

Aug.16: LVG Sunday Lunchtime Meeting

Sep.2: LVG Wednesday Evening Meeting (Last one of the year)

Sep.18-20: [BIG-4] Triumphant Welsh Classic Tour (LVG event, open to other clubs)

Sep.19-20: Kop Hillclimb, Princes Risborough

Sep.20: LVG Sunday Lunchtime Meeting

Oct.3: LVG Committee Meeting

Oct.7: Nostalgia Forum Film Show (Vanwall)

Oct.18: LVG Sunday Lunchtime Meeting

Nov.15: LVG Sunday Lunchtime Meeting

Dec.20: LVG Sunday Lunchtime Meeting

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

EDITORIAL

There have been so many events since the last TRunnion that I simply don't have time to write about each in detail. We have had two evening meetings, neither of which was well supported. Perhaps there is no call to continue these or a different evening would suit some, especially those still working for a living - maybe Friday?

Current and former LVG members who went on the annual Springing Up Tour had an excellent weekend in Stratford on Avon and the route back to the Carpenters Arms on Sunday was well up to Pete Muncer's usual standard, even if the weather wasn't.

The Cars on Ramps day organised by Julian was a great success. We were impressed with the knowledge and the amount of time given to each car, so many thanks to Simon, Ben and all the Robsport staff. It was great to see Rob and June both looking so well. Rob is more like his old self, has bought a Thunderbird (4-wheeled, not 2) to keep his TR5 company and June says he is fit enough to start nagging again.

The following day was Drive It Day, so many of us were out on the customary MK Classic Tour, with its trademark laps of the Millbrook Alpine Circuit and the Silverstone Porsche Experience. I have not received any reports or photos from those who went to various alternative events.

On the subject of photos, I haven't had time to sort and edit mine for TRunnion, but I have

posted the unexpurgated sets from all these events on our Facebook page. I know many of our members never use Facebook, but you do not need an account to access our page. Just click on this link www.facebook.com/leavalleyTR or copy it into your browser and you can see everything that is posted. If you want to start or comment on any discussion threads or to post your own photos, you will need to set up a basic account. This only takes a few minutes and requires no personal information. If you need help to do this, please ask.

I have not included any details of the recent LVG Committee meeting but the minutes will be posted on the website with this issue of TRunnion, so please read and comment - we really do need input from everyone.

Finally, I am hoping to publish this before heading North for our next tour in Cumbria, so there should be a couple of days left for a last-minute booking for Pete's Tiptoe Through the Tulips tour. See you all on Facebook!



Brian C

TRunnion Deadlines [Late contributions accepted by prior agreement]

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

Tuesday 1st January

Sunday 1st March

Friday 1st May

Wednesday 1st July

Tuesday 1st September

Sunday 1st November

Group Leader's Report - 10th May 2015

GREAT start to the year this year! We just had the Cars on Ramps event at Robsport and what a fantastic morning it was. Thanks so much to Rob, Simon, Ben and the rest of the gang for that. We have agreed without doubt that we will definitely repeat the event next year. It's difficult at the best of times to see the underside of your car and getting it up in the air lets you inspect the parts few dare to reach! No major hiccups this time round but a few people had some oil leaks and noticed a few things that need doing. As a thank you to Simon et al, I encourage you to avail yourselves of their services and not just for the dirty jobs!

We have also seen Drive It Day and enjoyed another great Milton Keynes Classic. Driving the Alpine Circuit is my personal highlight and this year I really gave it some beans. On the second lap I was even lifting off as the Porsche 911 in front of me couldn't quite hack it! Great finish to the day at Silverstone (catching the tail end of the Silverstone 24 hours race) and good to see the usual suspects there.

Regarding future plans, we still have places left for Pete Muncer's Tiptoe Through the Tulips Tour on Sunday 17th March. Pete's tours are always excellent so if you feel like doing it, don't be shy! All you need is a navigator or a "buddy" to follow (this can be arranged on the day) and late entrants are welcome to register and pay cash on the day. The cost is just £15 per person, which includes entry to Shuttleworth. Just let Paul Richardson know your intentions at pr124@hotmail.co.uk.

Also coming up is the Luton Festival of Transport at Stockwood Park on 14th June. I am particularly frustrated as for the 3rd year in a row, I cannot personally attend this event but all previous reports I have heard point to an excellent event and one not to be missed. Paul Richardson has 20 (free) tickets which I am sure will go

quite fast so if you fancy going, just let him know on the same email address as above.

Chris and Pat's Triumphant Welsh Classic has now received 30 bookings and places are starting to go fast. This weekend in September promises to be a highlight of the year, traversing some of the most beautiful driving roads in the country. Why not take the plunge and get yourself enrolled?

Finally, we have also identified our last BIG-4 event which will be "Fun on the Farm". Provisional date for this is Saturday 11th July on a farmstead near Oundle and will be more social in nature to try to encourage those who don't fancy the rally or display type events. More details will follow in due course but do put a placeholder in your calendar for that one.

All our events are open to all groups. If you are not in the Lea Valley catchment area but would like to take part, please feel free to join us! The more the merrier!

We have had a few new members recently and we all heartily welcome you all. This includes Ian, Mike, Phil and Jon and their respective better halves. We were also joined by Geoff (spelling?) from TSSC at the April third Sunday meeting and I hope he and his mate Alan will take the plunge and join TR Register and Lea Valley Group in our future exploits.

I'm excited about this year, we have a lot on and it all promises to be great, especially if what we have done so far is anything to go by! Hope to see you all soon! As always, please see TRunnion or contact me for more details. I am available on 07818-060101 or at jhensman@seorb.com.



Julian Hensman

Group Leaders Meeting - Julian Hensman/Jon Marshall

Julian attended the meeting this year with Jon Marshall and whilst I'm sure there will be a full official report at some stage, either cascaded via Group Leaders or to the great unwashed mass of TR members via TRaction, we feel it's important to keep local group members updated. The following notes are provided by Julian pending a formal, detailed report from 'management'.

TR Register Group Leaders Meeting – Bicester Heritage 18/4/15

Introduction

Alan Westbury was previously co-opted as Commercial Director

Derek Hurford was previously appointed as Insurance Liaison Officer (but is not a director)

AGM procedure has been changed. Pre-registration will be required in future AGMs owing to room space (or lack of) and catering expectations. Anybody who has not registered will not be allowed in.

There was a Registrars and Archivist meeting recently. Attempts are being made to increase communication. TRR is trying to centralise and make consistent register information as all registrars have their own methods and formats. This is a slow process.

Brian Sparrowhawk: To make the situation clear ... A full review was carried out regarding the office after Lisa resigned. It was found that many processes had changed and had been delegated and since Brian's departure a large portion of the role has been taken on by others. The role was considered redundant and his departure was in no way a reflection on him. The departure was mutually agreed (with a settlement) and amicable in nature.

Jo Whitty has taken on the new role of Office Manager. Sue Bell has been recruited as Events and Office Support Assistant.

Wayne Scott

The Group Leaders report should be 300-500 words and forward looking in nature. New members should be name checked. References should be given as required to newsletters, websites and Facebook.

TR Action images must be as high as possible and certainly not less than 1MB in size. No images of backs of heads, restaurants, dogs or picnics will be allowed going forwards.

There will be a TR Register Scottish Weekend on September 5th and 6th just north of Edinburgh.

STMD will be held at Shelsley Walsh on 18th July. Wayne was instrumental in securing the ground and thereby rescuing this event. All members are actively encouraged to support it. There will be an air display and a big discount on tickets for advanced bookings.

This year sees the TR3 turn 60, TR4a 50, and the TR7 40. A big year!

The new website is still under construction. It will include News, Why TR?, Classifieds, Forum (including members only area), Advertising, CMS System (?), and a member's log in area for members only stuff (e.g. archive material, TR Action, videos etc). The website should be used as a distribution mechanism for newsletters. It will automatically email all group members when updates are posted. "Members' Feed" will allow members to subscribe to additional groups publications but they will automatically be subscribed to their own. Web site is responsive to different devices shown different amounts of information and navigation depending on how it is

5 The TRunion

accessed. All existing data should be migrated during the changeover but we will need to check it. Wayne will be available to help. There is a link to the "help" in the new Group Leaders Handbook. All events and social scene publications will be viewable by the general public. Private Group events should therefore only be mentioned in newsletters. Note that all this is supplementary to existing communications media.

Nigel Jordan – Insurance

1,300 policies now taken as at end of February and the start up loan will be repaid one full year early. Townergate has been absorbed by Footman James "which is good for our scheme".

TR Register endorsements appear on the back of the schedule.

Wording and policy is constantly being improved e.g. "brick" garages will now also include "wood" garages

The policy now includes 19-25 year olds provided they are accompanied. 24-25 unaccompanied will also be considered on an exceptional basis.

Older drivers (80+) renewal will be offered provided driving history is clean.

Foreign Travel of 30 days per year now increased to 90 days.

Coke Car

The Coke car is now back on the road after sustaining serious rear axle damage last year. However, it needs work which the Committee deems too major for the Register to undertake. Furthermore, it does not really shout "TR Register" over "Coke". As a consequence, the car will be offered for sale to the members.

Sealed bids will be invited by a date in June to be confirmed in next TR Action.

Assuming the reserve price is met, the new owner will be announced in TR Action 283.

The sale will be advertised in TR Action 282 and on the web site.

Group Leader's Handbook

This has been reduced from 30 to 4 pages.

VERY IMPORTANT: To ensure TR Register Insurance coverage, the Committee recommends that "TR Register" is included before the Group Name on any organised event.

International Weekend

A lot of thought has gone into IWE 2015 after the difficulties experienced in 2014. It is very difficult to please all members. A timetable for 2015 will be in TR Action 283.

This year there will not be a bar. Instead, 10 barrels of beer will be provided, after which members are invited to "bring their own". This will be in the Avon Building.

There will be a Film Show, a Fun Quiz, a Junior Disco followed by a professional Comedy Hypnotist / Cabaret.

The IWE in 2016 will be in Lincoln on 15/16/17 July at the Lincoln Showground. The Committee has visited and are extremely impressed with the facilities. There will be a track event at Cadwell Park or Blyton. Camping will be available as will student accommodation which is very nearby. Hotels and B&Bs are 2 miles away.

Other

TR Register Insurance liability details will be copied to Group Leaders and included in the new Handbook.

The club currently has assets of £244,500.

More information on MSA definitions of a Social Run vs a Touring Assembly. A Social Run is "just pure fun" and camaraderie. Route is not important / voluntary (e.g. includes Route to Lunch) and the event is NOT covered by MSA insurance (but if

6 The TRunnion

organised under TR Register IS covered by TR Register insurance). A Touring Assembly has a primary objective to get everyone to a final point where the route is determined (e.g. includes Tulips) and the event IS covered by MSA insurance. When “push” comes to “shove”, the definitions are so close that no definite distinction can really be made between them (except perhaps the importance of the route). So the main difference really comes down to the difference between the TR Register Insurance and the MSA Insurance. The difference is that the MSA Register Insurance (Touring Assemblies) includes £10,000 of cover for the organiser whereas TR Register insurance (Social Runs) does not. Notwithstanding the route, this therefore is the main difference and it is up to us which we choose.

~oOo~

Jon has added the following observations

I made two or three comments after Julian’s report at the last lunchtime meeting. I can’t remember them all nor if Julian has incorporated them.

Members’ log-in will be printed on the back of the TR Action address sheet – that was one. Anyone remember the others?

Other items: In the bit about Brian Sparrowhawk “... taken on by others” I would replace the word “others” by “volunteers”. I feel this clarifies things a bit. After Lisa’s resignation there were only two employees – Brian and Jo.

Possibly say that Sue is ex-Towergate. Not everyone will recognise her name. Also it may be worth adding that Denise has joined the TR Register insurance scheme.

International Weekend: We shall be in another hall, not the usual one. (Can’t remember the names). It will be possible to buy beer in the Stockmans cafe if you forget to bring your own or don’t want to.

Re: TRR LVG T4 TOUR (“Tiptoe Through The Tulips”) Sunday May 17th 2015

A couple of reminders about parking on Sunday for those on the tour or joining at The Cock to drive on to Shuttleworth.

- *Just to note, we agreed yesterday that we would not Muster at the Cock but around the village green in Broom. Do you think you could just send a quick update noting this fact. We can always double check on the day that nobody is waiting in the car park at the Cock. - Julian*

- *To rendezvous at the green in Broom, stop at 72.0 miles and just ignore the last tulip diagram in the road book (at 72.2 miles which was to turn left into The Cock car park) - should be fairly obvious with TR’s congregating anyway. - Pete*

This is to avoid clogging up the pub car park with cars that are not staying. Of course anyone simply attending for a regular meeting should park as normal.

Legal Issues - Jon Marshall

Not everyone knows of the Federation of British Historic Vehicle Clubs (FBHVC) - its name is self-explanatory and TR register belongs to it. The secretary is Rosy Pugh – Rosy Good before her marriage. Long-term members of the Register will remember that Rosy was our General Manager before Chris Cunnington. The FBHVC negotiates with the DVLA on behalf of the classic vehicle movement and reviews not only impending British government legislation that might impact on our activities; it also reviews legislation emanating from the EU in Brussels, which in my opinion has a history of shooting itself in the foot with badly worded legislation leading to effects contrary to those intended. For example, legislation against discrimination on grounds of sex meant that insurance companies could no longer take gender into account when setting premiums. Young men have long been viewed as poor risks and their insurance premiums reflected this. Following the introduction of the EU’s legislation on sex discrimination, young women suddenly found themselves paying substantially more to insure their cars.

Every couple of months or so the FBHVC publishes a newsletter which I receive. Clubs that are members of the Federation are allowed to quote from the newsletter

provided the source is credited. The following information is drawn from recent FBHVC newsletters.

Discontinuance of road tax

This topic continues to rumble on and on, not only with respect to classic cars. I assume that everyone is aware that if they buy a car that already has road tax or VED to give it its correct name, this can no longer be transferred. The previous owner has to apply for a refund of the expired tax period - for whole months - and the new owner must tax the car from the date of purchase before using it. This has the effect that if this is a private sale, both the previous and the new owners pay tax for the month in which the sale occurs. The FBHVC has found an anomaly which, the newsletter states, has been independently confirmed. If the vehicle is taxed at the time of sale then according to the Vehicle Registration Excise Act of 1994 (as amended) the VED will lapse when the vehicle is sold *and the DVLA is notified of that fact*. (My italics). A private individual cannot do this by phone or electronically. The existing registered keeper (usually the seller) has to send the V5C to the DVLA by post as his right to a refund does not occur until the V5C has arrived at Swansea, until which time the license is still current. If the police were to check Swansea's records up to that point (or rather, until the DVLA acts on the information received) they will be told the car is taxed. Thus once the keys have been handed over, the new owner could drive the car away immediately (subject of course to having insurance). One would assume that the seller will want to get his money refunded as soon as possible. The best he can do is to post the V5C immediately using a first class stamp. The buyer will be wise to assume the V5C arrives at the DVLA first thing the following day (apart from Sundays and Bank Holidays) and to tax the car from then. Even if it does arrive the next day it will still take a couple of weeks before the refund arrives.

There has been some concern about whether foreign police are aware that UK cars will no longer display tax discs. The DVLA's attitude is that they have informed overseas authorities and that is enough. I have not had to pay VED since the tax disc was discontinued. Previously when taxing online I've got an acknowledgement that I could print. If using a post office, I was given a receipt even when I paid nothing for taxing my 4A. I doubt whether such a receipt would convince foreign police. Personally I would be surprised if a foreign police officer will be concerned - but you never know. Someone was concerned enough to raise the matter.

Without a tax disc to display, the DVLA's online Vehicle Enquiries System (VES) becomes the main method of finding out if the car is taxed. If stopped by the police for driving a car with unpaid VED it would be the driver who would be prosecuted. If you borrow a friend's car, how do you know the car is taxed? You have to assume it is. If hiring a car, you would assume the car is taxed, particularly if dealing with a reputable company. A vehicle repair company might require a mechanic to road test a customer's car and I'm sure there are others who are potentially at risk

Club Runs

Many column-inches in the newsletter have been taken up by the subject of the Motor Sports Association and their charge of £23 for a Certificate of Exemption for a "club run" - or "Touring Assembly" to use their words. The line initially adopted by the MSA would have required clubs affiliated to the MSA to apply for a certificate of exemption and pay £23 almost any driving event and also a Concours. Following protests from clubs the MSA has softened its approach a little bit. It has provided a handout on the topic. This has been reprinted in the FBHVC newsletter. Events for which a certificate of exemption is required include:

- Touring Assemblies
- Road safety events
- Processions for historic purposes

8 The TRunnion

- Processions for charitable purposes
- Veteran car rallies or runs
- Gymkhanas
- Treasure hunts
- Concours d'Elegance

In addition a COE is required for MSA approved marshal training courses but no charge is made for these

The advantage of having a COE is that it provides the organiser with a certain amount of insurance cover. As originally defined a Touring Assembly would cover any convoy run. In softening its approach the MSA has introduced the term "Social Run" which is defined in the hand-out as *'a non-competitive run for like-minded participants where there is no other purpose than the camaraderie of motoring in company to a predetermined point and which is not within the jurisdiction of the MSA'*. Are you any the wiser after reading that? I'm not. A Touring Assembly is defined as *'an activity organised with the primary objective of assembling tourists at a point determined beforehand. In a touring assembly a prescribed route may have to be followed; prearranged points may be provided for in the event's itinerary; no limits of speed may be laid down; no requirement to visit pre-arranged points other than a requirement to report to a final point not later than a specified time, are permitted; no awards of any description, other than those in relation to activities arranged at the finishing point may be made or given'*. Are you still with me or have you given up or gone to sleep?

The topic was discussed at the recent Group Leaders' meeting and Julian gave a report at our AGM last month. As a rule of thumb, if a route is prescribed then the event is a Touring Assembly and a COE costing £23 is required. In a social run the route is not prescribed - but how then does one "motor in company?"

One thing not mentioned in the Group Leaders' meeting was Route Authorisation. The MSA handout has a sting in its tail. 'If you are an MSA registered club running a Touring Assembly you must consult the MSA Route Liaison Officer whose jurisdiction the event falls under'.

Having got alleviation from the MSA a new cloud has appeared on the horizon. In the Midlands/Black Country, a High Court injunction has been obtained to prevent car cruising. This prohibits two or more vehicles gathering together in the Black Country between the hours of 15:00 and 07:00. The injunction is not limited to the highway but includes any place to which the public has access. It would appear to me that this would also ban car parks - or am I being obtuse? There have been newspaper reports of (mainly) young people with modified cars gathering for a burn-up and causing disruption. Let's face it, we were all young once and many of us will have done things then we wouldn't do today, but this is very widely worded legislation and would appear even to prohibit two families with no interest in motoring from meeting to drive into the countryside for a picnic. The FBHVC has contacted Wolverhampton and expressed its concerns and has been given the assurance that 'those responsible for monitoring and enforcing the injunction will apply as purposive as well as a literal interpretation of the injunction'. Another piece of officialese that I find difficult to understand.

We must watch out for signs of similar legislation and conjunctions in our area.

~o0o~

Ed: Many thanks for that Jon. These topics have been discussed on the TR Forum (of course!) but it's good to have a concise summary of the situation for non-Forumites. I'm sure much of this will be news to many of our members and will cause some concern and debate.

Scuttlebutt

In my first edition of TRunnion (January 2011) 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 Pete Muncer (1)

Brian - had a reminder from the Leighton Buzzard Narrow Gauge Railway about their Vintage Vehicle Day on June 28th (we used it as a checkpoint on last year's Tibbles Tour) - as it seems to be a weekend without any other happenings, if anyone wants to attend, details are on their website or contact station@lbngrs.org.uk / 01525 373888.

Thanks Pete. We have been to this several times and it's an excellent, relaxed day out with trains and always an interesting array of classic cars and motorcycles.

From Pete Muncer (2)

Dear Ed.

I thought I should clarify matters following the last couple of weekends (Springing Up Tour and Drive It Day), where I received several enquiries as to my misfiring problems - no, not me, the TR, although some people seemed to think I could do with a decoke as well - is that the automotive equivalent of colonic irrigation?

However, I digress (old age again). Some years ago the esteemed TR guru Pete Cranwell rebuilt the engine of my 4A, and we agreed that wrapping the exhaust in some of Granny's old long coms would be a good idea to reduce the level of heat affecting the carbs., which as everyone knows sit just above the manifold (a fine piece of design). Sadly it appears that Granny's coms gradually are becoming less effective in their intended function, as evidenced by the embarrassing departure from checkpoints on the SU Tour at 20mph / 1.5 cylinders. Clearly something further must be done, as at one point I was passed by an MGB (with the hood up as well) - what a disgrace.

Further discussion with Monsieur Cranwell (who resides in France but returns to Blighty regularly), suggests that the next steps to be contemplated include a) carburettor heat shield to deflect heat and b) electric fuel pump to get non-heated fuel through a bit quicker. I will advise later if these additions cure the problem. What is slightly annoying is that Mike Mercer-Deadman (late of this parish but now gone to the Dark Side with North London Group) has no exhaust wrap on his 4 and suffers no similar problems (although he does have a bit of vacuum cleaner tube in a strategic position to channel cool air).

In closing, while thanking all those for their kind enquiries, may I ask if any others have suffered with this problem, and if so, were Granny's long coms the answer?

Pete (It Ain't Half Hot Here) Muncer

P.S. I intend to run last on the road on the forthcoming T4 Tour, so that my stuttering is not observed by others - luckily I'm fine after a mile or so.

~o0o~

I recently received notification of a new member via Jon Marshall and the name rang a bell from the many hours spent trying to update and maintain the members spreadsheet. When I checked the records, everything matched except the membership number so I contacted the 'newbie' to find out why he had two numbers. Needless to say there was a simple explanation:

From Steve Priest

Hi Brian et al,

I am a re-joiner, but same car, TR4 WFO 568 and the address you have is correct.

Just to give you a brief history....

I bought my car in June 2010 and joined the TRR then. This was followed by a few months of care free motoring. However, not too long after, my wife became pregnant with our first child and suddenly finishing renovating our house became top priority as I had a deadline to work to. Anyway, daughter no.1 arrived and just as things were starting to calm down we decided to have another, so daughter no.2 arrived in March last year. Basically after the first year of TRR membership it was clear that I wouldn't have time to come along to any of the events so I didn't renew my membership.

Anyway, to cut a long story short, kids are getting a bit older, work on the house is finished (mostly) so I have a little bit of spare time for enjoying my TR4 and I decided now would be a good time to rejoin. I must admit Brian, after my membership lapsed I continued to receive your newsletters, which I enjoyed reading, so rather cheekily I didn't ask you to remove my email address from your list which explains why you already have it.

Regards, Steve

Welcome back to the club Steve and thanks for the link to your photos, a few of which are included here so that we will recognise you when you manage to escape to a group meeting.



~o0o~

Freebies!

I still have the following, free to a good home: TR Action issues 212-227, 230-260. Some of these may be of interest to those who have recently joined the TR Register.

~o0o~

From John Richardson

Hi Brian,

I wasn't sure who I should contact, but my TR6 is insured with the TR Insurance having an agreed valuation that Eddie provided back in 1990!!

I wondered if there was anyone within the Lea Valley group (or elsewhere locally) who would be able to give me an authoritative up-to-date valuation? Obviously I can take the car to a mutually convenient location.

Any guidance would be gratefully received.

Regards, John.

11 The TRunnion

I have already copied this to other LVG Committee members who are assisting John directly but it's worth raising the topic in the TRunnion as most of us have already, or will be facing similar problems with insurance this year. The following are my personal views, based on discussions with other members.

Briefly, this used to be so simple when Towergate were running the TR insurance scheme and I successfully increased my TR agreed value, in line with their TR valuation sheet, by simply phoning or emailing Sue and Denise. I believe several other group members did likewise, prior to the transfer to Footman James.

Now it's a can of worms with both FJ and TRRI and appears to be a bit of a lottery, with some owners agreeing a good valuation and others having major problems. In the past, valuations used to be acceptable from a TR specialist or group leader, so I would suggest you ask the question direct of any insurance company you wish to consider renewing or moving to. I understand Brian Page still offers a professional valuation at reasonable cost and certainly has a good reputation. I don't have contact details at the moment but I suspect you could find him via Google (or maybe even in TRaction), or via the TR office as Sue (ex-Towergate) now works there.

Update I contacted Brian and received the following response:

Dear Brian,

Many thanks for your email.

My services are often recommended by the TR Register and have been for approximately 15years. Unfortunately, as the Register has changed its General Managers several times over the past few years, my services have been like mushrooms.....kept in the dark !

Most members tend to use my services when buying a TR, but I am happy to provide realistic valuations too.

At this year's International I will be providing basic on the spot opinions on values. More details should be following within the TRAction or with in the event information.....hopefully! Recently I assessed the Registers TS2 and the Coke TR7 for the Chairman.

Please find attached an example quote and a copy of our terms and conditions. If you were to 'assemble' several members vehicles and I could assess 3 or 4 in one day at the same location, then I would offer you a larger discount.

Happy to assist, Brian Page MIMI.

If anyone is interested I will email them the documents to which Brian refers or contact Brian direct:

www.classicassessments.com email: brian.page@classicassessments.com
30 Kingfisher Walk, Linton, Cambridge CB21 4UA. Mob: 07968 167331.

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.

&

*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**.*

Last few places - going, going, ...



Triumphant Welsh Classic Tour - supported by Racetorations

18 - 20 September 2015

...with donations to "Hope House Children's Hospice"

30 cars entered so farmax now limited to 35

RACETORATIONS



A non-competitive **SCENIC TOUR** ...following in the tracks of road rally drivers of the 1960s and **Classic Car enthusiasts of today**. You will enjoy some of the best classic car driving roads in Britain and enjoy spectacular views (as above) of the **mid-Wales mountains and valleys**. This social tour will be limited to cars, many will be Triumphs + other classic cars and a few modern sportscars. Areas on the route will include **Cambrian Mountains and the Elan Valley**. An easy-to-follow "tulip" style format will be used to drive the MSA approved route with **stops for scenic views and refreshment**. Although cars will start off at intervalsin reality you will be travelling with a group of other cars much of the time.

This is a TR Register organised event + invited clubs incl: **Historic Rally Car Register**, Morgan, Austin Healey, Club Triumph, TSCC, Stag OC and other classic car clubs. You will be staying at the **Metropole Hotel**, in the Victorian Spa town of Llandrindod Wells ...which has enough rooms to cater for all tour entrants. A **4 star hotel with a special rate for TRIUMPHANT WELSH CLASSIC** ...cost here little more than a good standard guest house.

THE TOUR PACKAGE INCLUDES :-

*4star hotel with **SPA** (Eve dress: smart-casual)
Friday eve: Welcome Dinner in the Powys Suite
Car Park Night Security Guard
Rally Plate + Programme / Road Books
Saturday: touring Cambrian Mountains, Elan Valley +
See Devil's Punchbowl + Coffee/Tea and biscuits
Tour to lunch: Soup and Sandwiches
Afternoon coffee stop at scenic viewpoint
Saturday eve: more fine dining and relax in lounge
Sunday: the mountains & valleysa devilish tour
Going for Gold + Coffee/Tea and Bara Brith
Return to Metropolefor a late Finale Lunch

Entry Fee for CAR + 2 persons : £120.00
(not including Dinner, B&B ...book with hotel)

Special Offer for last places, discount
£15 Total : £105.00

AFTER CONFIRMATION OF YOUR

ENTRY ...you will be given a Reference Number to make Hotel reservation :- 2 persons, 2 nights, Dinner B&B @

£260.00 Sunday night (if booked at same time as above) : £100.00

Check hotel website and compare normal charges. Donations from this event will go to 'Hope House Children's Hospice'

Total cost for TOUR and HOTEL, including all meals: £365 (2nights) or £465 (3nights) if booked before end APRIL



FOR FULL DETAILS & ENTRY FORM, Email :-

triclassicwales.44@btinternet.com

Event Organiser : *Chris Glasbey*
TR Register—Lea Valley Group

T: 01223—833700

...and note the final discount!

Don't forget to check out the LVG Committee meeting minutes on the website