

The TRunnion

TR Register Lea Valley Group

2016 Issue 6 (Nov/Dec)

LVG COMMITTEE

Group Leader:

PIERRE MILES ☎ 01438-880460

Email: pierremiles@hotmail.com

Deputy Group Leader:

CHRIS GLASBEY ☎

Email: chris.glaz852@btinternet.com

Treasurer:

PHIL SANFORD ☎ 07919-037321

Email: p.sanford051@btinternet.com

Editor:

BRIAN CHIDWICK ☎ 01462-730676

Email: bjmole1-trlvg@mybtinternet.com

Events Co-ordinator:

PAUL RICHARDSON ☎ 01908-610098

Email: pr124@hotmail.co.uk 07860-414840

Technical:

DAVID DAWSON ☎ 07785-502830

Email: xd.xp@btinternet.com

Membership/Buddy System:

BRIAN CHIDWICK ☎ 01462-730676

Email: bjmole1-trlvg@mybtinternet.com

Advisor:

JON MARSHALL ☎ 01462-673956

Email: jon.marshall@dsl.pipex.com

International Liaison (French Connection):

JULIAN HENSMAN ☎

Email: jhensman@seorb.com

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.

Plenty of parking space behind pub. This is a 'lunchtime meeting', not specifically a 'lunch meeting', so food is optional. However...our monthly lunchtime meetings are well supported, so **it would be appreciated if those intending to eat could please contact The Cock so that they have an idea of numbers.** The kitchen is very small and cannot cope with a sudden influx of people wanting to eat, especially if they have other customers booked or campers in the adjacent field. Most people stay for a couple of hours and are happy to wait, so it shouldn't be a case of everyone needing food on the table at the same time. Hopefully we can avoid anyone going hungry and also overloading the kitchen!

WEB SITES

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

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

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

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

2016 EVENTS CALENDAR

BIG-4 Events

Jun.12: ✓ Luton Festival of Transport, Stockwood Park ✓

Jun.26: ✓ CACCC Tibbles Tour ✓

Jul.3: ✓ Bicester Flywheel Festival ✓

Sep.25: ✓ Social TRip to Stamford & Burghley House ✓

(This year's events continued below. Nominations for 2017 BIG-4 and other events welcome now)

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.

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

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.

Please contact Paul Richardson if you have queries about any of these events.

"We don't expect members to do all of the events, just good to give them the choice!!!"- Paul

Note: Monthly lunchtime meeting dates are always on the third Sunday.

2016

- Nov.6:** **TR Register AGM** - Ardencote Manor Hotel, The Cumsey, Lye Green Road, Claverdon, Warwickshire, CV35 8LT (10.00am Registration for 10.30am start).
- Nov.20:** **LVG Sunday Lunchtime Meeting**
- Dec.18:** **LVG Sunday Lunchtime Meeting**

2017

- Jan.15:** **LVG 2017 Kick-Off Lunch** (The Crown at Shillington - to be confirmed)
- Feb.19:** **LVG Sunday Lunchtime Meeting/AGM** (Venue to be determined)
- Mar.19:** **LVG Sunday Lunchtime Meeting**

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Facebook - Fear not, help is at hand!

We have had a Facebook page ("TR Register Lea Valley Group" www.facebook.com/leavalleyTR) since December 2014 and despite many visits from Triumph enthusiasts from the UK and abroad, we still seem to have very few LVG members using Facebook and even fewer posting on our page. I know many are concerned about privacy and security but there is nothing to fear provided you restrict the information about yourself to a minimum. The major benefit of using Facebook is the wealth of information, photos, videos and advice available, not only about cars but also other hobbies and interests. If you need advice or help to start using Facebook, please contact me.

You don't even need to be a registered Facebook user to access the LVG page - just click on this link or type it into your browser: www.facebook.com/leavalleyTR.

Just TRY it - you know you want to!

EDITORIAL

The TR Register is just a few days away from yet another controversial AGM, just two years after the last epic. We thought then that we could put the past behind us and focus on being a 'car club'. So, you may wonder why I am so anxious to encourage members to attend in person or use their proxy. The problem is the lack of information about the candidates for some positions and the resolutions, which means that the vast majority of TRR members are blissfully unaware of what is happening. This information is only available in the Members Area of the main TR Register website but I have a Word document which contains most of the text which I downloaded several weeks ago. There were errors in this which were questioned on the Forum and some updates have been made, but this version should be enough to put you in the picture if you need a copy.

Despite many TRR members finding it difficult to gain access to the Member's Area and Members Chat sub-forum, a few LVG members have now successfully registered their proxy votes.

The current Board has achieved a great deal, but some controversial decisions and actions taken have not been made clear to club members, some of whom may strongly disapprove. Although I'm fairly sceptical about conspiracy theories in general, I feel that the Board could have avoided much of the distrust by open communication and making it easy for members to vote by ensuring that all the AGM information and proxy voting forms were sent to members and/or included in TRaction.

"We live in a political world" (Bob Dylan), and whilst the TRR is a business, it is primarily a car club but the current emphasis seems to be far more focussed on the financial and commercial side of the business than in engaging with and providing events and benefits for the mainstream members.

***Please use your vote, but use it wisely!
If you can't attend, at least nominate a proxy you know and trust!***



BrianC

TRunnion Deadlines [Late contributions accepted by prior agreement]

Please note the following easy-to-remember dates for 2017 TRunnion contributions.

Sunday 1st January
Saturday 1st July

Wednesday 1st March
Friday 1st September

Monday 1st May
Wednesday 1st November

Group Leader's Report - 28th September 2016

LVG members from across Herts, Beds and Bucks have had yet another fairly busy time, with members travelling to the north, west and south of our homeland - keeping track of the various travels is nigh on impossible! Two bigger trips on which I can report involve the Glasbey's going north-west to join in an HRCR event during which I believe the word 'rain' featured a lot in conversations, and the Bannard-Smiths going far south to the Loire valley where the word was 'sunshine'. Both couples were in TR3As and all came back saying that they really enjoyed their trips. It appeared that Tony B-S had done quite a bit of work getting the car's brakes in good order for this trip and this led to him winning our Bright Spark Trophy. This is awarded on an ad hoc basis to whoever had recently been using spanners, screwdrivers, etc doing significant work on their TR – one way of almost guaranteeing being awarded the trophy is to draw blood.

Our monthly meetings continue to be well attended and we recently had the pleasure of meeting new member Martin Hawkins. At the time, he didn't actually own a TR but probably does by the time you read this. Earlier this year, we met new member Geoff England and at our September meeting had a chance to see his magnificent TR6 – this car looks as though it has just come out of the showroom and certainly puts mine to shame!

The last weekend in September saw the LVG doing the last of the year's BIG-4 events, this one being a mainly social occasion where we enjoy a leisurely drive to somewhere nice for a lunch. On this occasion, the drive was through about 50 miles of typically English countryside, passing through picture post card villages before having lunch at Burghley House near Stamford.

The afternoon was freestyle, with options including visiting the House, walking the gardens,

spending money in the inevitable gift shop or simply having a snooze somewhere quiet! Return journeys ranged from quietly retracing the route through the country to 'blasting' down the A1, at totally legal speeds of course. The day went perfectly in all respects, due in no small part to the work done by our Events

Coordinator, Paul Richardson.

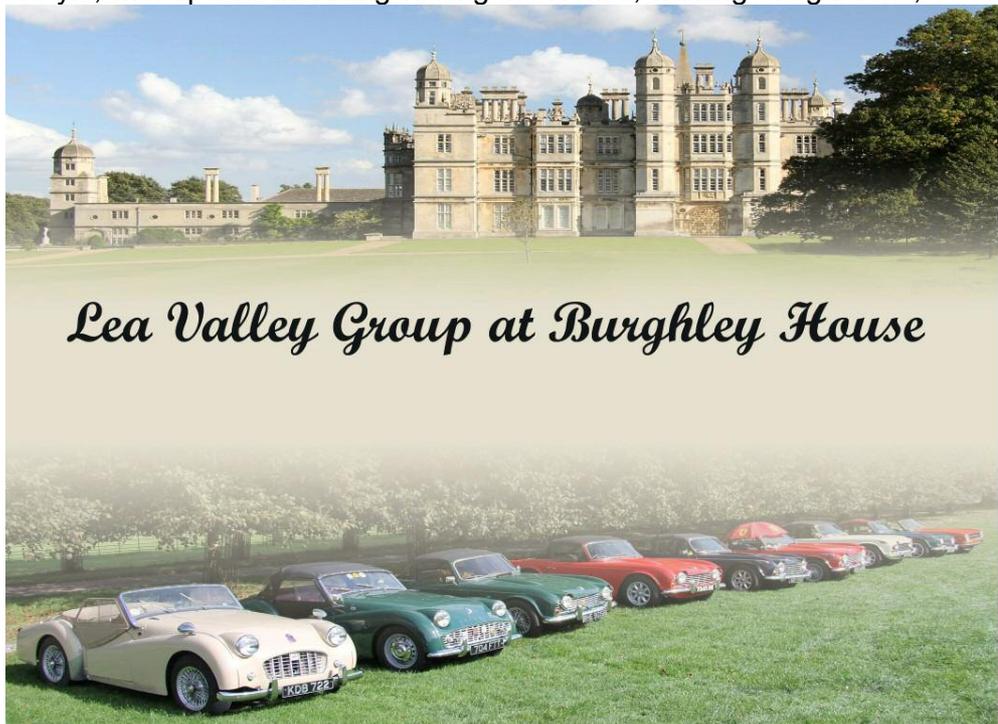
Also by the time you read this, we

should have produced our very first group calendar – assuming that we've been able to down-select suitable photographs from the 100+ submitted for consideration. It doesn't look easy.

Now this is the weird part. I'm writing this in September and I have to wish all of you a Very Merry Christmas and the very best for 2017, as this TR Action is the very last before the end of the year.

There is much more to learn about the LVG so why not read our TRunnion newsletter that can be accessed at <http://www.tr-register.co.uk/group/lea-valley/social-reports>.

[This report should appear in TRaction #294 - Ed.]



Lea Valley Group at Burghley House



Pierre Miles

Pierre's Updates - 29th October 2016

Dave Randall

It is with regret that I report that after nearly 3 years of service, Dave Randall has left the LVG committee, although he has said that he will continue to support the LVG and attend as many of its events as possible. On behalf of all LVG members, I say 'thank you' to Dave for all his efforts and support, especially to the committee in his role looking after the new members and the buddy system.



Dave has a wealth of auto-knowledge (a word I've just invented) that includes Rolls Royce, Bentley, Morris 8s, Vauxhall Velox, MG Midget, TR7 and a score of others. He bought his TR4A in about 1998 and does pretty much all the work on it himself. This man clearly knows his stuff about cars and we look forward to his continued participation in the group.

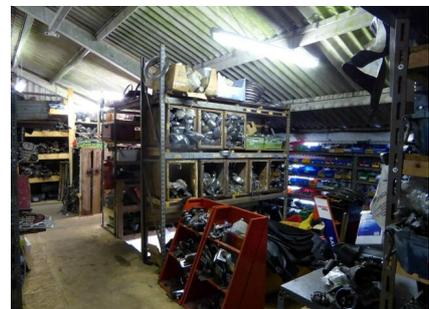
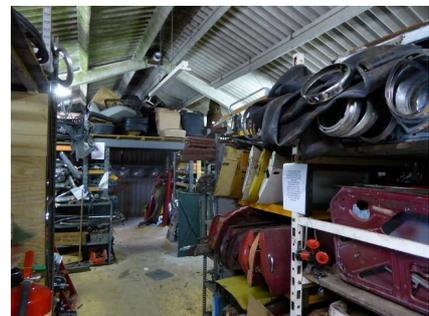
~o0o~

My, how time flies by – and there is still so much to do!

Here are some of the things that have occupied me: TRGB Open Day, some culture at Stratford-upon-Avon, BIG-4 trip to Burghley House, a TR trip to Northern Ireland and Eire

The TRGB Open Day was a wet one that probably had a lot to do with only about 35 people going along, instead of more than 100 turning up the last time they had such an event, I understand. So, what did you miss, besides the superb hog roast of course? Basically, the chance to have a really good wander around their various workshops, chat to the mechanics who actually do the work, see half a dozen customer cars in various stages of disassembly, view some excellent cars for sale and a chance to peruse their 'Aladdin's Cave' of used parts.

I'd guess at getting on for 1000 sq.ft. of floor space piled high with stuff.



Culture? Me? Yes, I can do it if I try. Pat and I went for a couple of days with friends to see a Shakespeare play at Stratford-upon-Avon and to celebrate that we all first met exactly 20 years previously on a walking holiday in the Corsican mountains. I'd like to think that none of us had changed appearance in that period but I might be wrong. Anyway, the play was called Cymbeline and is rarely performed, possibly because it is a real mish-mash of all the features of Shakespearian plays rolled into one. Dr Johnson called it 'unresisting imbecility' and G.B.Shaw 'stagey trash of the lowest melodramatic order'. We liked it anyway, which probably says more about us than the play!

Our final BIG-4 trip of 2016 to Burghley House and Stamford – great day out, well organised as ever by Paul.

Ireland – this trip completes my intention of visiting each of the UK countries in the year that the UK voted for Brexit and quite possibly, the end of the UK as we now know it. Excellent weather, great bars and music, especially at Doolin, and a great Guinness at Portmagee, just 25 years after my first Guinness at the same place. The downside: leaving all the TR's coolant on the road somewhere near Coventry and a few hours later, seeing the speedo stop working – both on the very first day!

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O's and S's: Finally saw Geoff England's TR6 – far too immaculate, looking as new, even down to shiny new tyres! A good one. *[See article by Geoff elsewhere in this TRunnion - Ed]*

Tony Bannard-Smith's TR3 has recently completed a tour to the Loire valley, but only after much fettling of its braking system – resulting in Tony being a most worthy recipient of the BS Trophy at the September meeting.

The Burningshams now have a TR5 as well as a 6, although it seems the 6 will be going as soon as the 5 has been fully accepted in the family. Their 6 is an excellent example of the marque and yet another that is in far better condition than mine - so I'll be pleased to not see it again!

That's it for now. Enjoy the rest of TRunnion.

[Ed. - In best Columbo-style - Oh, just one more thing...]

Lea Valley Calendar for 2017

You will all remember I'm sure, that we've been asking for photos of LVG cars that could be included in an LVG calendar for 2017. A total of about 140 photos were submitted and at the last committee meeting, a final selection was (almost!) made. It wasn't easy and much tea and cake was needed to sustain us (thank you Pat and David). It was then time to get serious about final compilation – and then it got really difficult. In fact, a consensus developed in the committee that perhaps the purchase cost was a little too much given the quality and range of the photos we had selected. Quality and range in this context are very subjective of course, covering not only resolution and composition of the photos but also a relatively small number of the cars in the LVG stable. The final outcome is that there will be no LVG 2017 calendar after all. You will now have to think of something else to be a Christmas present for the person in your life that has everything. So, apologies are offered to you all for raising expectations but mainly to the few members who did actually send in their excellent contributions.

The approach taken this year was a little 'on the hoof' and didn't work out the way we wanted. It is quite probable that during 2017, we will work towards a 2018 calendar – starting earlier in the year and perhaps developing a theme for the photos.

By way of a taster of what could have been 2017, here is a montage of some of the contributions.



Ethanol in Petrol - Chris Glasbey

I have for some years been adding an anti Ethanol additive to the TR tank, whilst continuing to fill up with unleaded 95. The engine has been running well apart from hot summer days when it can be a little lumpy. On recently returning from the LVG Sunday meet, I "red-lined" it through the gears and onto the M11 for a couple of junctions. When I slowed down and came off the motorway, the TR3A felt rough (it stalled and would not idle) and I thought that I would have to have the Weber 45 carbs checked and retuned.

However, noting that some members do seek out the premium fuels, I decided to call at a nearby BP petrol station and pay an extra 12 pence a litre for their Ultimate experience!

Yes, it actually works.....the TR performs better and from high revs to slowing down, there is no popping and banging on the over-run (possibly caused by water in the fuel).

Ethanol corrosion is a big issue and whilst our TRs will function at the current 5% Ethanol we should be very concerned if new fuels introduce 10% Ethanol. Check websites for further information on this and further feedback from LVG members appreciated.

Running a classic car has for me just become more expensive. I have now also purchased a few bottles of Millers Oils VSPe Power Plus (valve seat protection, prevents Ethanol corrosion & octane booster). Especially if I need to buy 95 octane fuel, this will add an extra 2 octane to a tank. Other products are available and you can just buy anti-ethanol additives.

PLEASE email Brian with your thoughts and experiences and we look forward to reading in the next TRunnion.

~o0o~

Letter to the Editor: Thoughts on TRR AGM - Pete Muncer

Firstly, apologies for not attending the lunchtime meeting on October 16th. Unfortunately I had been struck down by a severe case of quadruple bubonic pneumonia (a.k.a. man-flu / common cold etc.), and therefore felt I should not pass among you all and distribute my largesse further.

As a result, I missed the discussions relating to the forthcoming TRR AGM. I have to confess at this point that, as far as matters at a national level in the Register are concerned, my enthusiasm always has been limited, just happy to do my bit locally. Having received various emails recently from candidates aspiring to high office in the Register, it appears that the AGM is likely to be another highly charged and emotional event (I think you share this view). Anyway, I thought I would try to register a proxy vote, but the procedure for doing this apparently involves multiple sign-ons and passwords, and it became such a rigmarole that I lost interest in the whole process and gave up (so I am now one of the apathetic majority?).

It does seem to me, looking from the outside as it were, that the Register in recent years has become very inward-looking, and that personalities at national level appear to be divided into various factions. At the end of the day, we are a car club (admittedly a large one), and surely we should be concentrating on firstly, providing a good environment for members to enjoy their TRs, and secondly, ensuring the classic car movement continues to thrive - in my view this means closer links with other clubs or even amalgamation - do we really need several clubs devoted to Triumphs? As the membership (and the cars) continue to age, the Register is not likely to expand in numbers, as younger folk are going to be more interested in a Mazda MX5 than a TR5.

Having vented my spleen or whatever, have fun at the AGM, and hopefully the new Register Board (whoever they are) will take us forward in a positive manner.

(I shall now resort to further dosing with Nurse Lusty's Embrocation & Rubbing Ointment)

~o0o~

I trust you are fully recovered now Pete. I always found a few bottles of Guinness followed by several large glasses of Scotch were a quick fix. Nowadays, I would recommend a combination of Guinness West Indies Porter and Tullamore Dew (although not in the same glass). But, on the topic of the AGM, please see my Editorial.

I am glad that Pete persevered and managed to register his proxy vote. There has been much discussion about greater co-operation or amalgamation of the Triumph clubs but it's very political!

Welland Valley Wander - Pat Glasbey

Sunday 14 August saw us taking part in our 4th Wander (organised by Historic Rally Car Register) along with Paul & Wendy Richardson on their 2nd and 74 other starters.

This year the start venue was Rockingham Speedway where we enjoyed bacon rolls whilst watching the start of a track day for Nissan GTR cars.

This area of England is the heartland of hunting and is full of country manor houses and estates with loads of picture postcard villages to pass through. The area also played a major part during World War II, resulting in many airfields, which we passed on route. Most have had memorials erected although we had no time to stop and look at them.

Our drive to coffee took us into Rutland to go up and down the Welland Valley in order to view the magnificent 1275 yard long and 82 arch viaduct. We continued on to drive along the shores of Eyebrook Reservoir to arrive at the 'Wheel & Compass' in Welland for coffee.

As we were about to leave, Pete Muncer pulled up. He was planning routes for his "Falling Down" tour and just happened to be on this part of the route!

We continued into Leicestershire and through more beautiful villages and estates including the Church of England retreat at Launde Abbey, to pass back into Rutland and on into Lincolnshire. We arrive in Stamford to park on the meadows to enjoy our picnic lunches and a stroll round this beautiful town.

Off we go past Burghley House and into Northamptonshire to pass through more stunning villages including Fotheringhay where Mary Queen of Scots was beheaded at the castle.

The final part of the route has longer, straighter, free-flowing roads and we seem to have left the MAMILS* (wow, there were a lot out and about) and the horses behind.

We arrive at our end venue, Drayton House (built in 1300) for tea & cakes and presentations before our drive home.



*If you don't know what MAMILs are, then you haven't been reading Pierre's GL reports.
BTW, nice Standard Super Ten reminds me of my first car but without the rust. - Ed.

The Golden Anniversary Club Triumph Round Britain Reliability Run 7th - 9th October 2016 - Tim Hunt.

My 4A was as well prepared as possible for its 21st start on this iconic biennial event. Apart from attending to all service items I had replaced some tired engine mountings, fitted a new oil cooler and replaced the old hoses as a precaution. My co-driver Mike Hockaday and I arrived at the imposing new start venue of Knebworth House in good time on Friday afternoon 7th October, fifty years to the day after the start of Club Triumph's first Round Britain. We were met by seven lines of Triumphs stretching to the far distance – what a sight – and were directed to start an eighth line. Shortly afterwards I was pleased to see Brian who had come to see all the cars off and no doubt admire some nice examples of Triumph's finest, one hundred and thirty three cars started the Run!



Ready for the off



Knebworth start 2016



We were waved away just after 18.00, Mike taking the first stint. Knebworth Park gives easy access to the A1(M) at Junction 7 and we soon slotted into the Friday home-going traffic for an easy run to the first control at Blyth Services, which had probably never played host to as many Triumphs.

We had been warned of closure of the A1(M) at J49 (Dishforth) so chose to come off one junction earlier and took the A168/A19 and A689 rejoining the A1(M) at J60. I had seen enough of the A68 through Bishop Auckland and Corbridge on my twenty previous Runs, so navigated Mike up the A1(M) and A696 past Newcastle airport, rejoining the "official" route of the A68 just past Otterburn. I took over the wheel at our first fuel stop in Jedburgh and had an easy run through the night, handing over to Mike at the Skiach Services control just off the A9, some 18 miles north of Inverness. I got my head down, not waking until we were ten minutes from breakfast at the John o' Groats control, the Seaview Hotel. It was a pity to miss the glorious scenery of the Dornoch Firth and the north east coast in the early morning sunshine but it was not as if I hadn't seen it before and sleep was more important. I was grateful for the chance of a shower and change of clothes in one of the rooms provided for this purpose, as was my co-driver no doubt. I took over for the next leg along the A836 following the spectacular northern coast of Scotland through Thurso and on to Tongue in bright sunshine.



A836 Loch Loyal



John o'Groats 2016

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For several miles of sweeping open bends with good visibility far ahead we led a 2.5 litre Spitfire and Tom Key's race prepared but road legal TR6 in a spirited drive, the highlight of the weekend for me. At Tongue we turned south via Altnaharra and Bonar Bridge before returning to Skiach Services for our next control. The route then took us along the west side of Loch Ness, through Fort William, the exceptional weather offering rare views of peaks in the Ben Nevis range. Next came the always spectacular Glen Coe, Rannoch Moor, Crianlarich and Callander followed by the next control at Morrisons Garage, Stirling, which has featured as a stop on the RBRR since 1984.

We left Morrisons at 18.00 with 950 miles on the clock in the first 24 hours. The route then took us via the A74(M) and M6 to the M56 and Chester bypass to the A483 and on a long loop through central Wales, where I was again glad of my up-rated headlights, before returning to England via the old Severn Bridge and picking up the M5 to Exeter where we took the A30 for Land's End. This stretch was uneventful while I enjoyed the mostly clear and dry roads until, some 50 miles short of Land's End, I noticed the oil pressure gradually falling. I switched off and coasted to a halt off the carriageway to investigate. My heart sank for it was but a few miles from this point that my engine had lost all its oil while we were on the homeward stretch in 1982, when Mike was sharing the drive for our second RBRR together. On this occasion an oil cooler hose, trapped when a replacement steering rack had been fitted by Dunham & Haines, the Standard Triumph dealer in Luton, had chafed through. The main bearings were shot so we ended up on a recovery truck. In fairness to D & H they accepted responsibility and rebuilt the engine at their expense.

Shortly after I pulled up this time, two crews in Dolomite Sprints stopped to offer help. We noticed oil under the bonnet and all over the radiator and could see that it was coming from either the new cooler or one of the hose unions. We removed both hoses from the cooler side of the thermostat and looped the outlet and inlet with a piece of braided oil hose I carried for such an eventuality. We topped up the sump and on starting up were relieved to find full pressure restored with no untoward noises! We headed off, keeping to a precautionary 3,000rpm limit and our Samaritans followed for a few miles to ensure all was well before I waved them on their way with grateful thanks. We arrived at the Land's End control at 08.20 for a well earned and somewhat overdue breakfast.



Oh dear!



This got us home



Lands End 2016

We had no further incidents, finally arriving back at Knebworth House a little later than most at 20.15 with 2039.6 miles on the trip meter. I was very happy to have finished my 17th consecutive RBRR since 1984, making 19 in all from 21 starts. Mike and I recorded our 13th finish from 14 starts, a record for a driver pairing. I subsequently calculated that my true overall fuel consumption for the run had been 35.35 mpg, my best ever figure for an RBRR, and our average running speed was 48.6 mph. Roll on October 2018! My car was built on 17th October 1966 so I missed the chance of a double 50th birthday celebration by just ten days!



Back home



Leyland House start, October 1974

~o0o~

Glad you finally made it. I followed the event on Facebook as many of the entrants were posting

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photos and videos. I did see a few that included your car but not in the latter stages - now I know why. So, the oil cooler strikes again. Since I neither race nor use my TR on long distance touring in hot climates as you do, there is no way I would fit an oil cooler, but knowing how meticulously you maintain your car, it's disappointing that a simple oil hose should cause a problem so soon after fitting the new replacement oil cooler.

The final attrition rate seems to be a little higher than previously stated on Facebook but I'm not surprised a few didn't make it. At least one dropped out due to co-driver fatigue and I suspect that would have been my fate had I bitten the bullet and entered. Maybe I will stick to watching the start, which I really enjoyed, and maybe volunteer to marshal somewhere next time. I did post some of my own (not very good quality) photos from the start on Facebook and I was pleased to see that someone had caught me on camera as I arrived at Knebworth House.



What Has The SDF Done For Us?

I am including this excellent TR Forum post by Ian Brown on "What Has The SDF Done For Us?", together with my own personal comments. I have had to explain the origins and history of NSF/SDF to so many new members that it really needs to be made widely available. Whilst the SDF funds and expertise could have achieved much more than it has, there has not been any support from the TRR Board for years so that must change. There is much that the SDF can do in conjunction with PQI but it needs to be considered an integral part of the TRR's original mission 'to preserve the marque' - in its widest sense, to include all models from TR2-8 and derivatives.

~o0o~

Posted 24 October 2016 - 06:28 PM by Ian Brown

I am guessing plenty of newer TRR members are heartily tired of the bickering on the forum about the SDF without simply knowing the real story of its history. So, if you wish to understand, please read on and make up your own minds.

1. **Helped found Cox & Buckles and hence MOSS**

Originally conceived and launched in 1971 as the NSF (New Spares Fund) to assist two volunteers, Pete Cox and Pete Buckles, in buying up as much as possible of the original spares and parts from dealers and the factory when the various TR models went out of production and such items were being treated as scrap. TRR members lent money, repayable on request, into a fund to help the cash flow of the two Petes. This money, as it comprised loans from members, was administered separately to TRR funds and continues so to this day. As recompense for their subscriptions, all NSF members obtained very generous discounts on parts sold by Cox & Buckles. Eventually C&B repaid the original loan, thanking members of the NSF for enabling them to create a business, as they had by then quit their normal daytime jobs. Cox and Buckles were eventually acquired by MOSS.

2. **Accumulated parts as patterns for future use**

When the original C&B loan had been repaid to the NSF, attention turned to the long term benefits to all TR owners that might accrue from these funds, and original panels and parts were starting to be acquired for potential future use, if needed, as patterns for reproduction purposes at some point in the future.

At around the same time, the name was changed from the NSF to the Spares Development Fund (SDF).

3. **Assisted the finances of the TRR Register**

On a number of occasions, the financial problems encountered by the TRR have been resolved by

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loans from the SDF, each of which have been repaid. On one occasion in order to meet an unexpected TRR VAT demand, and against the wishes of the NSF/SDF's administrators, the TRR sold rare OE panels to BMH (Heritage at Gaydon), ostensibly for BMH to use as patterns. However, BMH later sold the panels without undertaking the agreed work and without informing the TRR. Hence, these rare original panels "went missing" for ever!

4. **Support for TS2**

£1000 was donated to the funds for the restoration of TS2, along with a loan of £5000 (since repaid) to ensure the restoration process was completed

5. **Remanufacture parts NLA**

By far the most successful product engineered back to availability is the wet-liner 4 pot cylinder head (511695). In conjunction with MOSS, these heads were retooled and made available either in cast iron or alloy. Almost 600 of these have been sold, keeping cars on the road and stopping cars being broken simply for spares.

Other parts include quality replacement wing side lights/indicator units for TR4A, TR250 and TR5 as the original Mazak components were difficult to refurbish.

A number of other items have been successfully reintroduced to the market, and we are currently in the process of evaluating the reintroduction of new OE spec TR crankshafts for the 4 cylinder wet liner engine, as many have now reached the limits for regrind capability.

6. **Other projects**

(a) The SDF supported Project Green – the work of the late Dr Mike Bingley in researching and monitoring the use of an additive which would permit owners of TRs - and other similar vehicles – to use unleaded petrol without the need to modify the engines. (Reproduction of the TR5 Owner's Handbook; © production of a batch of Peerless headlamp rims; (d) Support for production of main and big-end bearings for TR5/250/6 engines. In addition, support has been offered for other projects, such as windscreens, side & rear windows for Peerless/Warwick models, and cantrails for TR2/3/3A hardtops, but in the event, the people involved were successful without the need for extra funding.

7. **Fostered a great working relationship with all suppliers**

We TR people enjoy an enviable situation regarding parts availability, and this is due in no small measure to the respect and close relationship fostered with the major suppliers over many years. We do not compete with them, and assist where we can with issues they themselves have with their parts, and sometimes TRR members.

8. **Visibility and Transparency**

Regular reports and updates have been provided, without asking, regarding finances, (including funding and commissions) and parts stocks to the TR board and membership, both via TR Action and directly at many AGMs with summary presentations. At all times the management/board of the TRR have had oversight of all activities, thus fulfilling all legal and moral obligations of any or all Directors. At no time has anyone been denied access or sight of the accounts or assets of the SDF. There is absolutely no legal requirement to have a TRR Director on the management team of the SDF when they have such oversight. Companies Act of 2006 states that - 'Company directors should be aware and informed on all aspects of the business of the Company' ... 'being aware and informed' is very different to being in control.

9. **The SDF has always acted directly for the benefit of ALL TR owners without management or political direction from the TRR's Board**

The SDF fund still exists as loans, repayable on request to the members of the SDF, and the SDF management act to protect that integrity, and to ensure the funds are used for the purposes specified by its membership.

The administrators of the fund have each been TRR members for more than 20 years, some holding office within the club for many more years:

Ian Cornish – membership number 152

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Ian Gibson – membership number 180

Alan Graham – membership number 7593

Dave Gibson – membership number 23859

Ian Brown – membership number 24165

PQI - One other person, Roger Hogarth – membership number 24614, runs the associated PQI scheme with Ian Brown, reporting in to the SDF “chairman” Ian Cornish.

10. The Future?

No one can deny the attractions of the concept expressed in the TR Gold initiative, and once the concept has moved to a detailed plan and strategy, the SDF will be able to evaluate how it may best support the interests of the members of the SDF and all TR owners within that umbrella, prior to balloting its members on such changes as might be necessary.

Until that time, anyone, or indeed any supplier, is able to make suggestions regarding parts availability, and if a supplier is willing to undertake that project commercially, the SDF will make funds available and share some of the risk with the supplier. The SDF will **NOT** produce and sell parts itself for several reasons: (1) the SDF is not in competition with suppliers, (2) potential product warranty and liability issues; (3) storage, inventory, invoicing and other business issues. The SDF aims to keep cars on the road, not necessarily conforming to originality, but ensuring as few cars as possible are broken for parts, and that the marque continues to be promoted by the visibility of the many models being seen on public roads as often as possible.

Membership of the SDF was, until recently, open to anyone, however it is now closed as adequate funds are available to pursue the projects in hand and within the resources available. At such times as more money were needed, additional loans might be requested of the membership and new members.

~o0o~

It's a great pity that so few members understand the raison d'être of the SDF and its potential, especially the Board.

I joined the TR Register when I bought my first TR3A in January 1972. It had already had many previous owners and been through a lot of changes including fibreglass front apron and wings, poorly patched floors, rear apron and wings and well-bodged doors. Needless to say, I also made a donation to the NSF as I quickly realised that side-screen car spares were fast disappearing and Triumph support was naturally focussed on the current models (owners of which were not at that time recognised by the TRR as worthy of full membership).

From the very beginnings of the NSF, the benefits of Cox and Buckles being able to acquire vital spares which would otherwise have been scrapped benefited **ALL** TR owners. Whilst some items were offered at a modest discount to NSF members, the majority of parts were available to anyone, regardless of whether they were a TRR member and NSF contributor. I cannot recall now without consulting old copies of TR Spares News, but perhaps one or two extremely rare items were restricted.

Pete Buckles had kindly continued to provide updates on spares when I was Spares News editor in the mid-80s, but when NSF morphed into SDF and TR Spares News was discontinued to allow the main TRR Newsletter/TRaction to be published 8 times a year instead of 4 times interspersed with Spares News, the emphasis on spares availability diminished, perhaps due to a mixture of a false sense of security and the increasing professionalism of the TR specialist companies that had grown from the back-street enthusiast businesses.

However, times change and the requirement now is for greater scrutiny and awareness of quality issues via PQI and when acceptable quality items are not available, the SDF should play a major part in investigating small-scale production by specialist companies which need not necessarily be TR or even Triumph specialists. We need to establish relationships with the remaining small companies that do machining, casting, restoration of original parts, etc.

Meanwhile, I recommend you read the discussion on the Forum and let the Board know what you think: <http://www.tr-register.co.uk/forums/index.php?/topic/59888-what-has-the-sdf-done-for-us>.

Members' Stories

This feature is intended to encourage members to introduce themselves by way of TRunnion, so to set an example, I began by including the story of my current TR3A (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.

After several issues of TRunnion without any Members' Stories, we have two for this one, but first a little bit of a success. You may remember the last story in TRunnion #20163 by John Richardson - *Sad End of a TR6 (GVH 705L R.I.P.)*. I felt this worthy of wider exposure and sent it to TRaction editors Wayne and Nicky and I was very pleased to see it has just been included in TRaction #292. And so to the first of two very different stories, both relating to recently restored or purchased TRs.

An American Import - Graham Edwards

I was sorry to hear of the passing of Rob Hebditch who I met along with his son Simon, I think back in 2003 at Robsport.

I'm prompted therefore to send in a photo for your calendar competition as the car in the pictures was purchased from them as a project, I had originally seen it at TRGB, but by the time I had decided that I could handle the project Gary had sold it to Robsport.

It was a LHD car that Rob and Gary had imported from the States and I have photos of them in the warehouse in America looking it over (this was apparently in the early 1990's as another gentleman had it on import for some years and took off some bits but decided he had too many other cars to do).

During the years I have had the welding done by our local village garage and the spraying by a chap who used to do chip repairs but was excited to have a whole car as a whole project to do for a change. Everything else has been done by me in my garage at home with very little equipment, this in amongst my other interests as well as when finance allowed for major purchases.

The pictures show it at Robsport when I purchased it.

- The body with all of the seven layers of different coloured paint removed and a protective zinc coat over the exposed body.
- The chassis almost finished whilst the body and its fixed in cross braces is stood on its side against the garage wall.
- The body and chassis re-united and primed before the loose panels were once again removed for spraying.
- The engine bay mostly finished and the engine having been run first time for some twenty odd years at least, (it had taken teeth off of the crown wheel in America so was taken off the road then I guess).
- Finally the car on the drive having just passed its first MOT last July.

It then took me three attempts over 5 months to get it registered at the DVLA. First there is a new NOVA VAT system, my original paid up import papers were not acceptable.

Then they didn't recognise, that despite photos of all the matching numbers, the Heritage Certificates, etc., they needed a private engineers report, a letter from the TR Register historian and letter from the Heritage Centre at Gaydon verifying their source of data, and also a new up-to-date Certificate.

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With all of this, they then gave it a reg number 290 UYO, the chassis number is TS17820L for your records, built and exported May 1957 and was painted Winchester Blue. I did find evidence of this colour whilst removing all of the various old paint.

It is now sprayed Wedgewood Blue, similar but a bit lighter and more cheerful than the Winchester.

The last year has been spent rectifying odd teething problems and starting work on the trimming, so it has moved on a bit from these photos. Additionally I still need to get the carbs properly tuned.

I'm sorry if I have gone on a bit but I thought that you may be interested in its history as well as the photo for the competition.

I have tried to trace it in the US but have had no success.



~o0o~

Many thanks for the story Graham and the photo which has been added to the Calendar Entry collection. Meanwhile, I'm sure members will be interested and I'll look forward to seeing the car in the flesh.

Interesting that you have opted to change the colour to a later TR4/4A shade. I don't think there are many Winchester Blue cars around now and its predecessor, Salvador Blue, one of my favourites, is also rare.

My first TR3A was Ford Aubergine by the time I bought it, although when the Aubergine started to flake off, the original Powder Blue was underneath.

I couldn't afford a respray so we roller-painted it in pale blue Hammerite which at least set it apart from all the other TRs back then in the early '70s.

My current TR3A was resprayed by a previous owner early in its life from BRG to TR4/4A Conifer and we decided to keep it that colour both times we had it resprayed.

I firmly believe in having the car in whatever colour combination you prefer unless it is a significant Works or competition car.

Would love to see the photo of the Likely Lads in the States!

Autoglym versus Kimbolton - Geoff England

On Sunday 10 June my wife (Josie) and I set off for the Kimbolton Classic Car Show in anticipation of a good day out. The weather was changeable, very hot sun but very heavy showers. My TR6 ran well with no problems at all.

During the course of the day, I noticed after very heavy rain showers many people were leathering off their old cars – I thought to make them look nice and shining in the very hot sunshine that followed (how wrong could I be!) At the end of a very satisfying day we too set off home.

The next day when I opened my garage I had quite a shock. I noticed hundreds of white marks on my car, not on the surface, they appeared to be under the surface, mainly on the bonnet, boot and front and rear scuttles. Nothing I could do would shift these marks, T-cut, resin polish nothing!

I decided to ring Autoglym in Letchworth as I had just used their "Extra Gloss Protection" for the very first time and wondered if it could have been a faulty batch. After a couple of phone calls and emails they invited me down to their factory to investigate. On arrival the following Wednesday I was ushered into their valeting bays and introduced to their International Paint Technician called Karl who was a great chap and very knowledgeable. They mentioned they had heard of this problem occurring on old cars and assured me it wasn't their products. Old cars can have old cellulose paint etc and are prone to this problem.

Firstly, they had a meter that measures the depth of paint on various different areas of my car, and the different readings on the thickness of paint was quite surprising (they said this was not unusual as most old cars were sprayed by hand), not by robots as they are today.

They worked tirelessly on my car with various products for about 4½ to 5 hours, explaining at every stage, what they were doing and why! The worst marked areas were the flat areas where globules of rain sit, then when intense sun comes out these globules act like a magnifying glass and scorch the paintwork through to the base, hence why it is nigh on impossible to eliminate them. However, when they had finished their excellent work my car looked absolutely AMAZING! I think they were very satisfied with the result as their Marketing man Mark asked to take some pictures, obviously with an Autoglym product in situ. THANK YOU AUTOGLYM!

My moral to this story is, I will always have a leather in my boot to wipe the rain off when it is followed by intense sunshine, call me what you like!! But that's life and that's what I will be doing in future!



I had a good look at Geoff's car at a recent meeting and it is very difficult to see any remaining marks unless you know there has been a problem. It was suggested a few years ago that we try to arrange a group visit to Autoglym and as one who is a total failure at cleaning and polishing, I would love a good demonstration of how to do it properly. I would even supply the 'guinea pig' car.

FOR SALE**Various items from my garage! - John Richardson**

Please give me a call on 01462-458497 if there are any queries or you'd like to come and view anything.

Part Number	Description	Price
127L	12" Kenlowe Fan kit including over-ride switch; purchased some years ago from the motor show and never fitted (or removed from box.) Completely as new.	£50
822530	Original TR6 front bumper; used and has two small visible holes and some marking where a number plate was fitted on the front edge. Virtually rust-free but may need some work on the chrome. Please come and look.	Offers
910158	Original TR6 rear n/s quarter bumper; rust-free but slightly damaged. Please come and look.	Offers
812301M	TR4/5/6 Original Heater Matrix	£25
TR525K	TR6 Wheel trim set; brushed aluminium; used but good condition.	£20
GFE131	TR6 Champion Oil filter X111 and sealing ring	£2
109024	Original new TR6 rocker in BL box	£5
910442	New Radiator cowl (air duct) for TR6 PI	£10
BHA4515	Original metal horn 'H' with bracket; used	£10
627563	Original 'Triumph' rear badge; used	Free
142534	Horn contact 2.6" used	Free
GMC234	Brake master cylinder and reservoir; used	Free
518264	Original rectangular washer bottle and bracket; used	Free

Moto-Lita 14" Steering Wheel & B20 Boss £150 - Brian Chidwick

Flat, leather-rim, polished 3-hole spokes and Triumph horn-push

This is new and unused other than having been trial-fitted to a TR6 by the previous owner before deciding he preferred a wood-rim wheel to match the plank (dashboard!!).

Current price from Moss is £225 (£165 + £60 for wheel and boss respectively) so I'm offering this at 1/3 off for a cash sale before it goes on eBay.

For an additional £5, I can include a 2.6" horn contact brush if you need one. (e.g. if you are replacing another type of non-standard steering wheel).

I believe this should fit TR4-6, Spitfire, Vitesse, Herald and possibly some other Triumphs but please check before buying.

