

The TRunnion

TR Register Lea Valley Group

2017 Issue 2 (Mar/Apr)

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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.

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

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.

2017 EVENTS CALENDAR

BIG-4 Events

These are the group's major events which we encourage all members to attend)

Jun.18: Standard Triumph Marque Day, Santa Pod

Aug.6: Muncer's Mystery Meander

Sep.15-18: CACCC Falling Down Tour - Isle of Wight + Ryde Classic Car Show

TBA: Social event to be determined

(This year's events continued below. Suggestions for the social event welcome now.)

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.

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.

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.

<p>2017</p> <p>Mar.19: LVG Sunday Lunchtime Meeting Mar.31-Apr.2: Practical Classics Restoration Show, NEC Birmingham.</p> <p>Apr.2: Old Warden Show</p> <p>Apr.5: LVG Wednesday Evening Meeting</p> <p>Apr.9: MK Classic Tour</p> <p>Apr.16: LVG Sunday Lunchtime Meeting Apr.23: National FBHVC Drive it Day (Plaques from Dragonfly House?)</p> <p>Apr.28-30: Donington Park Historic Festival Apr.28-30: CACCC Springing Up Tour (Cirencester)</p> <p>Apr.30: Dacorum Tour</p> <p>May 3: LVG Wednesday Evening Meeting May 6: Nostalgia Forum Film Show, Albury, Herts</p> <p>May 7: Wallingford Rally</p> <p>May.9: LVG Committee Meeting</p> <p>May 13: LVG Cars on Ramps, Robsport</p> <p>May 21: LVG Sunday Lunchtime Meeting May 28: Willington Dovecote Meeting (12:00-17:00)</p> <p>Jun.3: LGCCVCC Letchworth Picnic (Halls Green)</p> <p>Jun.7: LVG Wednesday Evening Meeting Jun.11: Luton Festival of Transport (Stockwood Park)</p> <p>Jun.17: Bletsoe (from 14:00)</p> <p>Jun.18: LVG Sunday Lunchtime Meeting Jun.18: [BIG-4] Standard Triumph Marque Day, Santa Pod</p> <p>Jun.24-25: Bicester Flywheel Festival</p>	<p>Jun.25: CACCC Tibbles Tour</p> <p>Jul.4: LVG Committee Meeting</p> <p>Jul.5: LVG Wednesday Evening Meeting Jul.5: Classics in the Walled Garden, Luton Hoo</p> <p>Jul.7-9: TRR International Weekend, Malvern</p> <p>Jul.16: LVG Sunday Lunchtime Meeting Jul.22: Revs & Rythms (Shefford, 15:00 - dusk)</p> <p>Jul.28-30: Silverstone Classic</p> <p>Aug.2: LVG Wednesday Evening Meeting Aug.6: [BIG-4] Muncer's Mystery Meander Aug.10: RNLI Classic Vehicle Meeting, Pirton</p> <p>Aug.20: LVG Sunday Lunchtime Meeting Aug.30: Willington Dovecote Meeting (18:00-21:00)</p> <p>Sep.6: LVG Wednesday Evening Meeting Sep.8-10: Goodwood Revival Sep.8-11: Depart for 4-7 days in France (D-Day beaches, etc. (TBD - ask Pierre for details)</p> <p>Sep.10: TSSC All-Triumph Day (IWM, Duxford)</p> <p>Sep.15-18: [BIG-4] CACCC Falling Down Tour Isle of Wight + Ryde Classic Car Show</p> <p>Sep.16-17: Kop Hill Climb</p> <p>Sep.17: LVG Sunday Lunchtime Meeting</p> <p>Oct.15: LVG Sunday Lunchtime Meeting Oct.22: Autumn Restoration Show, Stoneleigh</p> <p>Oct.30: LVG Committee Meeting</p> <p>Nov.4: TR Register Annual General Meeting Nov.10-12: NEC Classic Motorshow, Birmingham.</p> <p>Nov.19: LVG Sunday Lunchtime Meeting Dec.17: LVG Sunday Lunchtime Meeting</p>
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EDITORIAL

I will keep my Editorial brief as this TRunnion is rather full already and I have even had to hold a few items over for the next issue. It has been a hectic start to 2017 with the Kick-Off Lunch, AGM, two Committee Meetings and the TR Registers Group Leaders Meeting. Pierre has covered all of these in his reports below, plus producing three sets of minutes. These are all on our website and are essential reading if you want to know what is planned for the Group. I urge everyone to also read Pierre's summary of the GL Meeting below to understand what is happening within the club at large. Apart from the personal benefit of providing an opportunity to put a few miles on my rebuilt gearbox and overdrive, it was well-worth the 200-odd mile round trip in torrential rain as it provided a rare chance to question those responsible for the management of the club (although there were two notable absences) and generally they seem to be listening to concerns. It remains to be seen whether communication improves as promised. Wayne's presentation was aimed at web managers as well as Group Leaders, with advice and encouragement to use the club's on-line facilities as much as possible. It was depressing to hear so many admitting (even proudly) that they do not use the websites, Forum or Facebook. Wayne has agreed to use TRaction to promote greater use of these amongst the general membership to justify the amount of effort required at group level to maintain and update them. An active on-line presence also results in greater

TRunnion Deadlines [Late contributions accepted by prior agreement]

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

~~Sunday 1st January~~

~~Wednesday 1st March~~

~~Monday 1st May~~

~~Saturday 1st July~~

~~Friday 1st September~~

~~Wednesday 1st November~~

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publicity for the TR Register and increased membership.

Finally, you will see we have selected 3 of the BIG-4 events for 2017. One of these does require urgent action if you wish to attend, so **please check out the details of the CACCC Falling Down Tour Isle of Wight + Ryde Classic Car Show as booking is required within a few days.**

We have not yet decided on the last of the BIG-4 which will be a social event. Last year's social trip resulted in an excellent drive to Burghley House for lunch organised by Paul and those who came would definitely support something similar.

A number of possibilities are under consideration, including a trip to the Epping and Ongar Railway and a visit to Foxton Locks. Many options have been discussed at committee meetings for BIG-4 and other events but it's up to members to tell us what they would support.



Brian C

Info from the GL Meeting held at Donington Park on 6 March 2017 Pierre Miles

- Good attendance but only 5 TRs in attendance – all LVG attendees went in TRs!
- Paul Hogan sttmt on recent unrest:
 - SDF is not part of the TRR;
 - Alan Westbury has been appointed as VC after resignation of Roger Hogarth;
 - TR Gold is NOT a TRR project and has gone nowhere since serious illness of Paul Harvey, and will not go anywhere unless the BoD takes it on;
 - Forum moderators were dismissed several weeks ago and no replacements have been found yet (Wayne Scott and Jo Whitty are doing it for the time being);
 - The BoD recognises that communications to the membership has been non-existent and agreed to consider a monthly newsletter to GLs (*later given by Hogan as a firm commitment*).
- New Regional Directors for north, south, east and west, based on M62, M1 and M4. However, the boundaries for these areas are clearly fluid and certainly not agreed by all. Each region will have 'area coordinators to help the Directors but none have been formally appointed (or even found in some cases).
- Some emphasis will be given to encouraging adjacent groups to work together and have shared events, in order to provide a more impressive presence at events.
- IWE: Lincoln booked for 2018 (29 June – 1 July) – looking for suggestions for activities in 2018.
- IWE: Lots of thought being given about the future, eg type of event (such as joining in with something else significant such as Shelsley Walsh), does it need to be every year, regional meetings instead (eg at Beaulieu, Chatsworth), having a day event, join in with other marques. Membership is requested to make suggestions.
- Insurance: MUST tell TRR of all events being organised to ensure insurance cover, especially if non-TRR members can attend – Didcot will then check that insurance cover can be provided.
- TR Euromeet in 2020: will be held in the UK. This will be the 50th anniversary of the TRR. Likely to be based in Coventry/Warwick area and will include a tour into Wales.
- TS2 info given.
 - There is no plan to sell TS2 – it's all unfounded rumour;
 - Car is in very poor condition and needs much work on just about every aspect except suspension and steering. Since the last refurbishment in 2001, it has covered 60,000 miles, many of which may have abused the car somewhat. Estimated cost of work required is £30,000, subject to proper checks.

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- The legacy of £5,000 helps but another £25,000 is needed. Plan is to encourage local groups to raise this money over the next couple of years by whatever means possible, working out at an average of £463 for each of the 54 groups. An info pack is to be put together to help with the fund-raising.
 - Insurance
 - A-Plan (broker) and KGM (insurance company) appear to have sorted out their communications problems and all should be fine after about 13 March. KGM policies have some restrictions that have proved difficult (eg young drivers, max value of cars not garaged of £12,000) but A-Plan has alternative insurers who can provide this cover but may not be so comprehensive in other areas.
 - Do not call A-Plan direct to arrange policies – use the telephone number that links through the TRR. This enables A-Plan to arrange the correct insurance and provides the TRR with commission income.
 - Non-competitive rallies and tours are covered by the TRR insurance but only if the office is notified in advance.
 - If you have arranged breakdown cover through the TRR insurance, assistance will be provided by the AA. There have been problems with the AA not recognising the scheme number but use of the number available from Didcot and saying it is a ‘multi-car’ scheme should be OK.
 - Events should be quoted as being ‘non-competitive social event’ using only recommended routes (ie not fixed) and must be untimed (eg meeting time not departure time).
 - Membership levels and costs
 - Membership has been fairly static for 3 years at about 5,750.
 - Cost of membership unchanged for 5 years – consideration being given to seeking £2 increase.
 - Consideration being given to ‘dual membership’ at lower household cost (ie 2 full members with full rights but only 1 magazine, with £20 reduction on cost). Promote ‘family membership’, ensures insurance cover at events.
 - Some discussion on extra costs associated with international members – main thing could be lower membership rate for those who accept an electronic magazine.
 - Info from Wayne Scott
 - RBRR raised £98,500 on its 2016 event.
 - IWE at Lincoln next year will also be the Standard Triumph Marque Day with TRR as the host club.
 - New membership rates slowly increasing year-on-year (440 last year).
 - Advice given on TR Action Social Scene inputs.
 - Advice given on TRR web pages for local groups.
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Group Leader's Report - 22nd January 2017

I write this in early January as the first snow of the winter is falling here in Hertfordshire, so the big question is whether or not to get the TR out of the garage and go for a spin (perhaps not the best choice of word though). I'd hazard a guess that I'd see at least one other LVG member out there if I do go out later, as most of our members use their cars all year round – and so they should. Right now though, we have a bigger concern.

Attendance at the LVG meetings is slowly increasing (hurrah!) but is getting close to the point where we will have to move to another venue (boo!) as it's getting a bit too crowded when we meet each month at The Cock Inn. This is a really cosy place with a super landlord and staff but unusually does not have a bar, with all drinks being served direct from the cellar. So it is with great reluctance that we will have to start pondering on the possibility that just maybe we could have to consider that we might have to think about having our meetings elsewhere may be!

2016 turned out to be an interesting year for the LVG, with several members making solo trips in TRs to the north of the UK, Ireland, mid-France and Belgium. It was in 2016 that we all said

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farewell to Magdalena and Julian, our previous GL, who have moved to start a new life in France. Don't worry, we all know where you live and we will be visiting! The LVG went to several events during 2016, including the CACCC Tibbles Tour, the Luton Festival of Transport, Bicester Flywheel and enjoyed a really scenic and sporty (!) tour of the English countryside, ending with lunch at Burghley House. On the way to our Christmas meeting, one member picked up a hitch-hiker, proving that three in a TR6 is quite possible.

Each year starts off with a 'Kick Off Lunch' with planning being started many weeks in advance and this year was no exception. Venue selected, menus arranged and food selections made by all, deposits paid - all looking good, until we hear just a few days before the KOL that the venue is still closed after refurbishment of the kitchens and there was no chance of accommodating us! Anyway, all turned out well in the end, with 31 members enjoying a very sociable lunch at The Royal Oak in Stevenage Old Town. Pity about the weather though, as it rained steadily all day and TRs were in short supply in the car park.

LVG plans for 2017 are being formed and for the first time in several years, will include a group continental trip. Other events will most likely include another 'Cars on Ramps' at Robsport, a weekend away somewhere interesting, a rolling road 'power' day and undoubtedly end the year with another of our very popular social lunches. Fancy joining us? Check out our contact details at the back of TR Action.

[This report also appears in TRaction #296 - Ed.]



Pierre Miles

Group Leader's Update - 1st March 2017

On the whole, this has been a pretty quiet couple of months on the car front, at least when compared to sunnier and warmer times. There are a few updates in the LVG world however, some of which are covered elsewhere in this edition.

First thing is to say thank you to all who took part in the 2017 KO Lunch by venturing into the backstreets of Stevenage. The last minute change of venue was unwelcome but the Royal Oak did a good job of looking after us. Particularly good though, was the fact that our members were extremely generous with their charity voluntary donations, to the point where Phil was able to send off a cheque for £180 to The Pepper Foundation based at Tring. You may remember that last year, we chose this super little charity because of the work it does locally to support terminally ill children in their own home. A great big thank you to all who contributed. We were also visited by Nelson Moody, a long-time TR man from Essex who is currently really into rebuilding TR3s and is a really knowledgeable person who I hope we will be seeing frequently in the future. He brought along three 'historic' documents: TRR newsletters from 1971, 1976 and 1979. When I get the time, I'll scan them and make them available for anyone who wants to read them. Really interesting reading - and what about this photo of a plastic TR3?]

The next big event was our 2016 AGM held in February. The Mount Pleasant Golf Club was an excellent venue and did a great job of hosting us, including allowing TRs to be parked on the grass outside the front of the club house.



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Judging by the crowds in the dining room, this is a very popular place for Sunday lunches, afternoon teas and birthday parties – must give it another try sometime soon. While it was popular for lots of people, sadly that was not the case for LVG members, with just 21

turning up (although this did mean more buffet food for those attending!). It appeared that the Triumph/MG spares day at Stoneleigh was a bigger draw for some; I had tried to get the organisers to revert their date to early March - but failed. Although it was a smaller group compared to previous years, it was good to meet up with some LVG members we do not see too often, including Gordon and Linda Staples, Ian Finn and Tony Warner.

Awards: the AGM is also the time when we hand out our two trophies: the Bent Con Rod is awarded by the committee in recognition of the effort put into supporting group activities over the previous year, and the Best Newcomer Car Award given to a new comer to LVG who has the 'best' car, in the opinion of the current holder of the award. This year, the BCR went to Pete Muncer and the BNC to Nick Theze – two very worthy winners, in my opinion. Attached is a photo of the handover – including Phil's very smart TR trousers. In case you are wondering, the Bright Spark Trophy for TR technical hands-on work went to Jo Theze. Jo gets this in recognition of not only her own personal contribution to helping Nick and Dan on their cars but also in recognition of all those moments when TR man is working on the car and needs a helping hand or two to complete the job. So on their behalf, thank you to all other halves, sons, daughters, etc – we need you.



A momentous change is about to happen to TRunnion! After many years of hard work, perseverance and great success, it looks (as I write this) as though Brian is handing over the editor role to Chris Glasbey. Producing TRunnion takes a lot of time and knowledge to provide LVG members with such a comprehensive newsletter, especially when working under the constraints imposed by the TRR for website publication. So, a huge thank you to Brian for all the efforts put in over the years and best of luck to Chris for the future. A good publication needs input from everybody, so please help Chris as much as you can – preferably by submitting articles for publication. Who knows – you could be winning the BCR Trophy next year!

There are a few things to report on the car front. Brian has got his gearbox back in the car and once again, it now goes with more noise from the exhaust than the gearbox. My own TR has had its worn splined drive shafts replaced with CV drive shafts and now has a speedo that shows a real speed rather than offering a wide range of speeds from which to guess. Just don't mention oil leaks. I know that other LVG members are busy on and with their cars – why not tell us all about it in an article for TRunnion?

Pepper Foundation Donation

From Phil Sanford: Please find attached a nice letter I have received from The Pepper Foundation thanking us for our donation.



Mr P Sandford
Hon Treasurer
TR Register Lea Valley Group
19 Fishponds Road
HITCHIN
Hertfordshire
SG5 1NR

13 March 2017

Dear Phil

I am writing on behalf of the Trustees and Members of The Pepper Foundation to thank everyone at the TRR Lea Valley Group for their kind donation £180.00 following your 'Kick Off lunch after Christmas. We remember you all coming down last year to present a cheque and still have the photographs we took for our newsletter. It is lovely to know that you are still thinking of us, and still raising money for the Pepper Nurses.

As you now the children's nursing service receives very little statutory funding and The Pepper Foundation relies heavily on voluntary income. It now costs approximately £230 a day to keep a Pepper Nurse on the road and as the number of referrals to the children's service continues to grow, costs are steadily increasing. We could not continue to fund this valuable service without the help and support of people such as you and your fellow members.

Please pass on our good wishes to everyone. Your donation will make a difference by bringing a better quality of life to young patients and their families in Bucks and Herts.

Thank you once again.

Best wishes.

Yours sincerely

Donna Hughes
Administration & Support Manager

LVG BIG-4 Event: CACCC Falling Down Tour
Sep.15-18 - Isle of Wight + Ryde Classic Car Show

We are promoting this tour as an LVG BIG-4 event with the kind permission of our friends at CACCC. However, due to the popularity of these weekend trips, places will be booked very quickly, so **please contact Pierre immediately if you wish to go and include your preferences** as requested at the end of the advertisement below so that we can let CACCC know the numbers.

CARPENTERS ARMS CLASSIC CAR CLUB FD 2017 TOUR TO THE ISLE OF WIGHT!

Your committee have received very positive feedback from many members wishing to attend the Isle of Wight Classic Car show that will take place over 2 days 16/17th September 2017

Saturday event will take place @ Newport

Sunday event will take place @ Ryde Esplanade

Your committee, after much consideration have come up with the following recommendations to our members. Currently around 10 cars have expressed interest in joining together for this FD2017 Tour.

We have sourced a hotel, The Bourne Hall Hotel @ Shanklin.

They currently have 10 plus double rooms available for £255 B & B for 3 nights per room. Additionally, they have several upgraded rooms that would cost up to £345 if you would like a little more luxury!

The Hotel is very happy to obtain discounted ferry crossing rates but cannot confirm the actual rates until we provide our requirements – i.e. actual route and timings. They have intimated to me they can maybe obtain a 10 – 15% discount off published rates – maybe £69 - £89 return – do not quote ME! Could I suggest a 3.00pm sailing both ways and via Lymington/Yarmouth? What say you?

They offer a table de-hote menu for an evening meal @ £27.00 for 3 courses (almost certainly less for 2 courses?) plus of course a reasonable a-la-carte menu. Could I suggest if this hotel is acceptable to the many who may choose this option we book an evening meal at this, our chosen hotel (?) for the Friday evening?

Please copy and paste this link to their website for further info - <http://www.bournehallhotel.co.uk>

Can I add that whilst your committee have, obviously not been able to check out this hotel, I, as a Jaguar Drivers Club member know the JDC have booked a very full and inclusive 4-day Tour of the I.O.W based at this hotel at a cost of £900 per car! I also have a contact on the Island who also recommends. So, I do hope the hotel will be of suitable quality for us CACC Club members!

As a 2nd alternative James has sourced the Warner Hotel at Bembridge

This venue seems to be able to offer 3 nights B & B incl evening meals and all entertainment for around £468 plus per couple but dependent on numbers – this is a group rate and I think we need to book at least 10 rooms. One advantage with this venue is they can apparently arrange ferry crossings for just £32.50.

As a third alternative, could we suggest if The Bourne Hall Hotel looks too expensive to anyone then maybe they could independently source many alternative B & B's that seem to be available from £160 for the 3 nights – suggest such venues should be close to Shanklin in order we can organise a get together either/ or Friday/ Sunday evenings?

ORGANISING FD2017 IS NOT THAT EASY FOR YOUR COMMITTEE!

Could I request ASAP answers to the following questions which will greatly help us to plan our I.O.W. 2017 tour

DO YOU WISH TO JOIN CACC CLUB MEMBERS TO THE I.O.W FOR THE FD2017 TOUR? – YES / NO

DO YOU WISH TO STAY @ THE BOURNE HALL HOTEL FOR JUST 3 NIGHTS – YES / NO

IF YOU ARE NOT INTENDING STAYING AT THE BOURNE HALL HOTEL YOU WILL JOIN THE TOUR BUT STAY AT A VENUE OF YOUR CHOICE? - YES?

YOUR PREFERRED FERRY ROUTE IS –

YOUR PREFERRED FERRY TIMES ARE – OUT..... IN.....

WOULD YOU LIKE TO STAY MORE THAN 3 NIGHTS – YES / NO

YOU WISH TO EXTEND YOUR I.O.W. VISIT BY –DAYS? BEFORE AND/ OR AFTER – PLEASE GIVE DATES

We can then check availability for you.

Wednesday Evening Meetings

Summer is a-coming, although starting our evening meetings on the first Wednesday in April is fraught with danger. Since re-introducing the evening meetings a few years ago, we have tried a number of pubs which offer sufficient space inside and out and reasonable car parking. These seem to be most popular when held near LVG's 'Centre of Gravity' (CoG), scientifically proven by Kevin Hutchinson to be somewhere around our old haunt at the Musgrave Arms, Shillington and not far from our current HQ at The Cock, Broom, so we have generally tried to use pubs within a 10 mile radius of those. We have occasionally ventured to the Wild West and Far East but it seems that, despite that old TR Register motto "*Nowhere's far in a TR*", coined by the late Dave 'Lightning' Brown, much more than *20 miles is too far* for an evening meeting for many of our current members.

So we are starting our 2017 programme with a pub recommended by several members, the Raven at Hexton which is very close to our CoG and which a few of us visited recently at the kind invitation of Peter Lewis, for the TSSC's first meeting there:

The Raven, Hexton, Hitchin, Hertfordshire, SG5 3JB

Telephone: 01582 881209

Email: theraven@emeryinns.com

Website: <http://www.emeryinns.com>

Paul has already contacted The Raven and spoken to Rhys who will be pleased to see us on Wednesday evening, 5th April. He can reserve a long table inside the pub so we can all sit together or outside if the weather is favourable. It would be good to give him an idea of numbers, so anyone wishing to eat should ring him.

~o0o~

We (the Committee) would be very grateful for recommendations/suggestions for other pubs suitable for an evening meeting. It should be stressed that whilst the availability of food of some sort is preferable, the primary purpose of these evening meetings is a good old TRaditional *Noggin'n'Natter*, so full restaurant facilities are not essential. To give new members an idea, here are a few of the pubs we have used:

The Crown, Shillington

Cross Keys, Pulloxhill

Jolly Coopers, Wardhedges

The Plough, Wingfield (Wild West)

Cross Keys, Gustard Wood (no evening food)

Five Bells, Cople (Spanish Evening)

The Anchor, Great Barford (by the river)

Fox and Hounds, Barley (Far East, now closed)

Some of these will undoubtedly feature again due to popular request, but please do let us know if you know of others which would be worth consideration to provide a little variety. The Committee is always willing to check out any suggestions on behalf of the members - it's a tough job, but...

Route 2 Lunch

New members may be unaware of this LVG tradition, but during the summer months we try to organise an informal run to Sunday meetings, known as Route to Lunch (R2L or Ruttles). These were introduced by Julian Hensman when he was Group Leader for those who want a short scenic drive in the morning from a different starting point. Unfortunately, R2L for Julian and Magda is now just a stretch too far since their relocation, but any member can volunteer to lead a R2L. You simply need to choose a suitable location for other members to meet up somewhere near your own starting point to join you on your route to The Cock. These runs are informal, so route maps, Tulip diagrams, etc., are not required. Just follow the car in front and keep an eye on the car behind to make sure no-one gets lost (although everyone knows the end destination anyway). Most of the regular members have done at least one R2L although most of us can vary the routes slightly each time, and some even use a different start location completely! The best way to get involved is to join one and then see how you could organise a similar run from somewhere near your home. Details are usually emailed a few days before each Sunday meeting, starting in April.

LVG BIG-4 Event
Standard Triumph Marque Day
Sunday 18th June

Tickets at a discount from those publicised by the TRR are no longer available, so we have decided to finance a £5 p.p. discount to LVG members who pre-book via LVG. Contact Paul for details as soon as possible.



STANDARD TRIUMPH
MARQUE DAY 2017
 The UK's Largest Annual Gathering of
STANDARD TRIUMPH CARS
Sun 18th June - Retro Show Santa Pod Raceway

The Retro Show is a classic car and bike show with a difference: Unlike most shows where you park up in a field and sip tea, this is an action-packed day where you can take part in the racing, Autoglym show & shine and Club displays with whatever type of retro machinery you have. Retro Show is open to ALL retro vehicles including cars, bikes, scooters and lorries from the 1950's through the 1980's to 1995. Weekend Featuring: Run What You Brung (£25 unlimited), Drag Demos, Show & Shine, Traders, Auto Jumble, Club Stands, Weekend Camping, Vehicles 4 Sale Paddock, Evening Entertainment, Fun Fair Rides and more.

RETRO SHOW

SUNDAY ENTRY £16.00 PER PERSON
WEEKEND ENTRY £24.00 PER PERSON
P&P PER TICKET ORDER £2.00
Bookings Tel. 01858 434424

Standard Triumph Forum
 Standard Triumph Marque Day 2017 Hosted by the Triumph Sports Six Club

Historic Sports Car Series Racing

Phil Sanford's friend Mark Leverett has recently joined the TR Register and lives locally. Mark also races in the HSCC series and can get about 10 complimentary tickets for us if we are interested.

The immediate dates are: 8th April, Donnington; 20th May, Silverstone; 2nd July, Brands Hatch.

Obviously more can attend by paying to get in. Although it would be good to go as a group, time is short for the Donington event and several of us are away on the Spa TRip for the Silverstone race. Please contact Phil if you are interested in attending any of these events.

[I would have loved to see HSCC racing again at Donington but can't make the April meeting, so Lynda and I are aiming to go to Silverstone on 20th May. Anyone else interested? - Ed.]

Cars on Ramps at Robsport -
Saturday 13th May

Just a reminder that we will be visiting Robsport in May for the third LVG Cars on Ramps event. I don't know whose cars these are in the photos received from Simon Hebditch or which TRR local group they belong to, but I'm sure some of us recognise a few of the guys in green by now - several LVG cars have been in for intensive care since our last group visit and doubtless there will be more of the same after the next one. It's amazing what lurks undetected underneath a TR until it goes up on a lift for the experts to have a look.



Numbers for Cars on Ramps will be limited and demand high, so to make sure you get a place, please complete and return the entry/indemnity form as soon as possible. The form will be distributed with TRunnion and also available as a download from our website (<http://www.tr-register.co.uk/group/lea-valley/social-report/2017/01/0218/EVENTS-CALENDAR>).

TR Register Lea Valley Group tour of Honfleur & the Loire Valley 2018

We are planning an eight day, seven night tour of Honfleur and the Loire Valley in May/June of next year. At the present, we are looking for expressions of interest to see if the tour will be viable. The expected cost will be in the region of £650.00 to £700.00 per person based upon 2 people sharing a car and a twin or double room.

The tour includes return P&O ferry crossing from Dover to Calais, 2 nights at the Mercure Hotel, Honfleur. Four nights at the Best Western da Vinci Hotel in Amboise and one night in Rouen, hotel to be confirmed. All hotels will have complimentary parking

There will be a buffet breakfast each morning and dinner is included on the first night.

Detailed road-books featuring great drives, maps and places of interest will be provided along with a commemorative tour rally plate. Plus admission to Chateau Chenonceau.

Further details of the tour and local attractions can be found at www.sceniccartours.com. We will be adding an extra day in Rouen to their standard tour to give a more relaxed drive back to Calais. To register an interest please email Phil Sanford at p.sanford051@btinternet.com or give him a call on 07919037321.



TSSC Herts & Beds Area
Present the 24th



THE TRIUMPH
SPORTS SIX
CLUB

ALL TRIUMPH &
CLASSICS DAY
at DUXFORD



Event Tickets
Adults & 15+
£14.00 each
5-15 **£6.30 each**
0-5 **FREE**

Full site access
100 Years of Duxford
TSSC Club Shop
Refreshments as usual
Prize draw

Location
Jct10. M11
Sat Navs use
CB22 4QR

Discount entry Kiosks close at 2pm
Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations
SUNDAY September 10th 2017
Gates open 10 am - Close 6pm

To qualify for discounted admission, arrive at the event kiosks - IWM main entrance!! before 2pm and be in your classic,
Or present this advert or your valid car club membership card.

Car Valuation Event

Since the possibility was first raised in TRunnion #20153, Jon Marshall has been liaising with Brian Page of Classic Assessments with a view to putting on a valuation event for LVG. Please see Brian's reply (right) and let Jon know if you would be interested in having your car inspected and valued and/or a presentation evening event. Brian has been valuing TRs for many years, including TS2 and the Coke TR7 and has often done valuations at the International Weekend.

If you would like more information have a look at his website or contact Brian direct.

Hi Jon,
Thanks for the 'heads up'. Just returned from working away for a few days in France.
Looking in the diary, how does the 6th May, 2017 suit you for the valuation day.
I would be able to carry out a slightly more thorough examination than the basic examination carried out at the TR International, but it would include a relatively basic report similar to the TR Int.
Costs would be £50.00 per vehicle or if you were to guarantee at least 5 vehicles, then I would charge £40.00 per vehicle. Normally, I charge £65.00 (plus travelling) for similar. I would be able to examine up to 10 vehicles in a day (if all 10then I would reduce the costs to £35.00 per vehicle).

As to a presentation evening, happy to do that sometime....better at a club evening in the winter months, but can be flexible. I do not charge, but ask for a donation to 'Help for Heroes' (approx £75.00- 100.00) and a contribution to travelling expenses (normally £20.00).

My presentation evening would be for approx 1 hour and is a mixture of values from the past 25 years, plus a light-hearted look at my experiences, plus any questions.

Happy to be of assistance.
Brian Page AfM. MIMI.

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

LVG 2018 Wall Calendar

From Pierre's recent handout:

PHOTOGRAPHS wanted

Proper effort in 2017 to produce a fantastic 2018 calendar – BUT this is totally dependent upon good photos being submitted by members. TR-related, good quality, something that can be looked at all month!

So, I thought I would try to provide some inspiration for different types of photo for the LVG 2018 Wall Calendar and also encourage others to look at what is available on Facebook. Here are a couple of posts on our own Facebook page and I will share others as I find them. Note that you need to view these on Facebook to see the photos in full.

TR Register Lea Valley Group shared Arturo Canalda's post.
Published by Brian Chidwick [?] · 2 March at 08:39 · 🌐

Some inspirational photo ideas for the 2018 LVG Wall Calendar. I will be sharing more posts of interesting and unusual TR photos in the hope that they will encourage more of our own members to use their cameras/phones and imagination.

Arturo Canalda ▶ TRIUMPH TR3
1 March at 19:55 · 🌐

Triumph TR3A Rolleiflex 3.5f and Kodak TMax400

43 people reached Boost post

Like Comment Share

Pierre Miles, Philip Sanford and 2 others

Write a comment...

TR Register Lea Valley Group shared Liam Mc's post.
Published by Brian Chidwick [?] · 6 March at 17:43 · 🌐

Another photo idea for the LVG calendar?

Liam Mc ▶ TRIUMPH TR3
6 March at 17:39 · 🌐

Saw this on another group. It's located at Lake Wappapello.

81 people reached Boost post

Like Comment Share

Pierre Miles, Philip Sanford and 3 others

Write a comment...

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!

Letters to the Editor

From Dan Theze (via Pierre Miles) - Nick and Dan's TR3A Rebuild Project

Dad has asked me to send you a few before and after photos of the 1960 TR3a.

I have attached 6 photos which I feel show how far we've come. If you'd like anymore don't hesitate to ask, we have millions!

The car itself is coming along, mechanically it is pretty much all there. The loom is also in with electrical components being bolted on currently.

Look forward to seeing you and the rest of the group soon.

Nice to see how far this project has come already and I have been in discussion with Dan as it will make an interesting serialised story for TRunnion. I know this has some popular upgrades so there will be a lot of interest. I'm pleased to report that Dan says he has already written around 600-700 words about the rebuild so far. It starts with Nick and Dan buying the car and then deciding it's a full restoration job, through to where they stand with it now and their aims in the next few months. It's not currently in a format that could be spread over a few issues, so when Dan returns from his overseas adventures I hope to take the "story" so far and Dan will write a follow up further down the line when they have the car on the road, along with photos of a completed vehicle. Meanwhile, here are a few taster photos to whet your appetites.



Well, I'm sure I'm not the only one looking forward to hearing and seeing more of this project.

STOP PRESS: I have just received Dan's write-up and it is an interesting read. Unfortunately I can't squeeze it into this TRunnion as it's already bursting at the seams, so I will include the article plus any other photos Dan sends (*hint*) in the next one. I'm really looking forward to seeing this car in the flesh - all I've seen so far is the engine being rebuilt at TRGB!

From Tony Warner - High Torque Starter Motor Problem (and Solution)

The starter motor on my TR4 was making a Clonk on engagement and sounding past its prime so time to investigate. A previous owner had welded a small bar on the top bolt so getting them undone was easy! When I pulled out the starter the pinion immediately fell off the shaft. No sign of the bendix spring or nut and washer! Had it dropped down into the bell housing? Further investigation revealed they were lying in the housing so I was able to retrieve them using a strong magnet. The retaining nut had absolutely no thread left and no sign of the locking split pin.

I decided on a "Wosp" high torque starter and this has a fixed top bolt which cannot be removed. I offered it up to the engine backplate but due to the proximity of the bulkhead, no way could I get the nut on or use a decent spanner! After much deliberation I retired to the pub!!

The only way to get at this nut was from the gearbox side so I bit the bullet.

Seats out, carpets out, lower instrument panel and support bracket out, gearbox cover off. 3 hrs later and it was now easy to bolt the starter in position. When I came to connect the battery cable of course it was a different fitting. Thoughtfully Wosp include a new terminal in the box so I enjoyed getting my blowtorch and solder into action again. Removed plugs and gave it a trial spin. Geronimo - it spun over like a RR Avon. Cold starting is markedly improved and it really is a quality piece of kit.

Subsequently I recounted my tribulations to the gurus at TRGB who all laughed like drains. "We just lift the gearbox carpet and drill an access hole in the cover" was their answer! Oh for a bit of specialist knowledge.

That's probably the same starter they fitted to my car so maybe I should have cut yet another access hole in the cover before refitting the gearbox and tunnel (steel on side-screen cars) along with the access holes for adjusting or replacing the overdrive solenoid if the new one fails.

~oOo~

From Tim Hunt - Club Triumph Round Britain Reliability Run - GOOD RESULT!



You will be delighted to learn that at the Club's Annual Dinner and Awards Night yesterday a cheque for £95,800 was presented to two clearly dumbfounded representatives of Guide Dogs, our chosen charity for last October's event. When the contribution from Gift Aid is taken into account we are looking at an amount well into six figures. This is a truly transformational amount of money, which could fund, for

example, the training of two guide dog partnerships for two years from birth to graduation and ongoing support for the working life of the dogs. Thanks again for your kind support.

Well done Tim. Pierre and I heard about this from Wayne at the TRR Group Leaders Meeting. I am including this final update in TRunnion as I suspect there are a few LVG members that would like to do the RBRR in 2018 (if they can get an entry). I understand the dogs will both be called Triumph which is a good doggie name.

~oOo~

From John Richardson - Mobile Welding

I was wondering whether you or any of your contacts had ever had the services of a mobile welding company? My TR is jacked-up in the garage with no differential fitted and I've discovered a crack in one chassis mount bracket which could benefit from a small butt weld. I'd obviously like to get the crack repaired but cannot move the car, so any advice on who could possibly help me would be greatly appreciated.

Although I have no personal experience of mobile welders, I did ask a couple of LVG members if they knew of someone reliable in the Hitchin area, but again, no success. However, there are recommended strengthening mods for that area on IRS cars which are worth doing whilst you have the diff out, so it's vital that you are very careful who you let loose on your car. John has now wisely decided to send it to one of the local TR specialists so it should be done safely.

15 The TRunion

Nevertheless, it would be extremely useful for many of us to know of a reliable mobile welder for the odd occasion when you discover a small problem that needs welding but the car is partially dismantled and/or either jacked-up or not driveable or easily transported.

~o0o~

From Brian Chidwick - TIG Welding

I have removed the aluminium drip channels from the steel TR3A hardtop which was on my first TR with the intention of restoring it. There is a small split in one them, so if anyone has access to TIG welder and would be prepared to do the repair for a few beer tokens, then please contact me.

[OK, I haven't really started writing to myself, but it seemed a useful place to include this plea!]

~o0o~

From John Burningham - Possible Solution to the TR Wobbly Speedo Needle Problem

Hi Brian

I have tried to attach detail of Digital Speedos Speedometer. Hope this gets through to you OK. A little expensive but I think good value for money bearing in mind how much speeding fines are these days, not to mention points incurred.

Digital Speedos
WWW.DIGITAL-SPEEDOS.CO.UK

GPS SPEEDOMETER

GPS SPEEDOMETER
00
km/h mph
ON OFF

- Battery operated
- Compact design
- MPH/KH
- Fast response
- USB charger
- Backlit Display
- Mounting Bracket

only £79.95
01564 775522
www.digital-speedos.co.uk

McQuay-Norris

John showed me this at the Kick-Off Lunch and it does seem a very good solution for those of us not endowed with GPS in our TRs.

~o0o~

From John Hanna

Brian. It was certainly a pleasure to see you and Lynda again yesterday to talk about the present and past. Those years (35 plus) have whooshed by. Glad you can still contemplate an overdrive gearbox re-installation. The thought of that or hauling out an engine makes me wince a bit. No doubt it will be necessary before long though if I thrash the old girl a bit on the hills!! Might drive the TR a bit hard too.

I look forward to visiting your group again this year. Hopefully the seats will be ready soon and the weather kinder to encourage me out in the TR4. Thanks for sending me your latest newsletter. Much appreciated. It's great to see so much enthusiasm for enjoying our TRs still exists. I was sorry to read that you have lost two stalwart members. I can't recall Tony Jones. My time with the

English

Description

1 Four digits of very large size to display accurate GPS speed. The color of the display can be green, orange according to the state of GPS reception. Vehicle speed starts to be displayed beyond 5 km/h or 5 mph.

2 Reception indicator for GPS satellites. Beyond three bars, reception is good. When device is under satellites research, a single bar scans from left to right. This indication directly affects the speed measurement precision, more bars you can see, more reliable is the speed measurement.

3 Speed unit selector.

4 Power ON / OFF switch. To start your WDS speedometer, slide the button to the left.

5 Battery charge indicator. Each time the device is connected to a PC or a USB charger, it will charge its internal battery and the charge indicator will light. This indicator flashes when the battery is low, in this case it is necessary to connect the device to an external power source, such as our USB car charger included in the package content and using the provided cable in order to continue using device. When this indicator stops brightening, the battery is fully charged. WDS speedometer internal battery provides more than 28 hours of non stop continuous use.

6 Speed unit indicator in kilometers per hour (km / h) or miles per hour (mph). (Use unit selector (3) to choose what unit is the most convenient)

7 USB connector (Mini B socket) on the side to connect to a USB charger and to recharge the battery.

Installation Instructions

Inside this package there are a windshield suction holder (A) and an air vent mounting bracket kit (B) for your selection to install WDS02 speedometer .

A. Windshield suction holder

The provided discreet windshield suction holder helps you to easily install WDS speedometer on your vehicle windshield. Placing the device on the windshield keeps your eyes on the road without the need to focus on the usual speedometer needle. Before installation clean the area of the windshield and the suction cup so that there is no dust or moisture. If dust remains between the suction cup and the windshield, the suction cup may fall.

To fix the suction holder on your windshield, open the latch first, then firmly press the suction cup on the windshield and close the latch. Place the WDS speedometer on the holder using the groove on its back.

B. Air vent mounting bracket kit

a) Parts Identification

A main plate for the ventilation bracket.
Two ventilation hooks for the bracket.
2 x
A foot cushion for the ventilation bracket.

b) Installation

A ventilation bracket is a huge advantage in comparison to suction mount on the windshield because there is no need to disassemble it at every stop and it keeps intact the visibility of driver and has not a new blind spot. The bracket of WDS02 is composed of a plate on which the WDS02 will be hanged soon, two ventilation hooks and a foot cushion.

Scheme I: Once the bracket is in position, the WDS02 can be easily inserted and removed whenever you need it by dragging vertically.

This mounting is very discrete, it doesn't attract the attention of thieves and preserves the harmony of the dashboard. With the WDS02 you can precisely adjust the speed of your vehicle.

The different types of displays

WDS start-up

WDS on the way

WDS speedometer is searching for the GPS satellites. The satellite status bar is moving from left to right. The display colour is orange.

The GPS has found satellites, and the WDS device provides vehicle speed measurement. The display colour is green. Use button (6) to change the speed measurement unit.

Beware: At the very first start-up, the WDS speedometer can take more than 10 minutes before the first acquisition of GPS satellites depending on environment conditions. This long period is due to the different internal self-tests executed during first start.

Child Safety

Your WDS device and its accessories are not toys. They may contain small parts. Keep them out of reach of children.

~o0o~

LVG may have been before his. I was very upset about Bob though. I remember him fondly from the 1970/80s. Please pass on my best wishes to his family. 'Til we meet again soon.

It was really good to meet up again - just like old times and both Lynda and I enjoyed the chat. Hope you get a better reception next time you visit LVG - we really are a friendly group but sometimes we regulars are away on a tour or other event and miss the Sunday meetings so it's best to check before making the trip over. I hope we will see you once your TR is back on the road. I'm copying this to our current Group Leader, Pierre Miles and I know he will ensure you are made welcome when you next visit. Meanwhile, good luck with Mr. Ridgard!

[Note: John Hanna is one of the original LVG members, along with Ian Cornish, prior to founding NLG. He is in the process of getting his old racing TR back on-track for sprints and hill-climbs and has promised to bring it over when it has seats!]

Facebook bid to save only pub in the village

Martin Elvery

martin.elvery@thecomet.net

A group of concerned villagers have started a campaign to try to make sure their only village pub isn't turned into homes.

Knebworth's one pub, The Station, closed down on February 9 and is being sold by the Greene King brewery to developer Market Homes, based in Borehamwood.

Now villagers have banded together to form a Facebook group to try to save the building for the community.

Knebworth Parish Council has put in a successful application to have the building registered as an asset of community value, which was approved by North Hertfordshire District Council on February 8.

It means the new owners would have to submit a formal planning application if they want to demolish the pub and turn it into homes.

The district council has yet to receive such an application.

When considering whether to grant permission to change the use of the pub, the district council will now have to consider its value to the community.

If the new owners decided to sell the building, the community would have six weeks to put in a viable bid for it.

Knebworth Parish Council chairman Roger Willcocks said the council is offering its practical support to the Facebook campaign, which aims to bring forward support from members of the community.

He said: "It's the only pub in

Knebworth and as such it's something we would prefer to retain.

"The hope is that the community group will be in a position to influence any decision the district council make about the pub in the future.

"One possibility is that the district council would deny permission to convert it, at which point the community should be in a position to bid for it."

Mr Atkinson said the case is even more urgent as a number of other planning applications for homes are being tabled for the same area of Knebworth, including the former billiards factory.

To find the group, search for 'Save the Station pub' on Facebook.

"What's the closure of a pub in Knebworth got to do with us?" I hear you mutter. Well, here's a reminder from TR Newsletter #12 Winter 1972:

Herts. Group. Through lack of support the Sunday meetings have been cancelled at the Comet Hotel, Hatfield. One final chance now exists to establish a group. An inaugural meeting will be held at the Station Hotel, Knebworth, Herts. on 4th January, 1973 from 7.45 onwards. Pull your fingers out HERTS/BEDS members and be there.

Well, we did and that was the beginning of LVG, so as a founder member, and although the last time we were there was for the 25th Anniversary in 1998, I'll be very sad to see the demise of The Station. Hope it is saved.

Apart from myself, I'm not sure how many of the members at that inaugural meeting are still around, although I know a few who attended meetings at The Station are still on my email list.

CLASSIC TRANSPORT PICNIC in HERTFORDSHIRE - SATURDAY 3rd JUNE 2017

The annual transport picnic of the Letchworth Garden City Classic & Vintage Car Club will take place at Halls Green in North Hertfordshire on Saturday 3rd June.

Veteran, vintage, classic and modern thoroughbred cars will be on display along with classic motorbikes and vintage bicycles.

The picnic is an extremely popular event in the calendar and is known for the quality and quantity of vehicles attending, its relaxed atmosphere in wonderful rural surroundings, and its emphasis on enjoyable informality.

Refreshments are available but everyone is encouraged to bring their own picnics and enjoy a wonderful and entertaining day out in the countryside.

As well as the vehicle displays, there will be selected trade stalls and attractions, a Car of the Show award, a real-ale bar, and live music.

The Picnic takes place at Fairclough Hall Farm, Halls Green, Weston, Herts, SG4 7DP. £5 per vehicle on the gate.

Pedestrians/Bikes/Scooters £2. Gates open at 11am and the event ends at 5pm.

Full details: www.lgccvcc.co.uk or email picnic@lgccvcc.co.uk. Or call 01462 674347 for further information.



Who Let The Dogs Out? - Pete Muncer

Dogs and racing cars are not a good mix normally – so upon opening the door to a racing team's garage recently, the last thing I expected to see was a large boxer dog galloping towards me – however, the boxer was dwarfed by the 11 stone Great Dane in close pursuit! Luckily, both dogs were completely friendly – but when a Great Dane leans upon you in friendship, you tend to notice (and lean quite a lot as well). Clearly the dog was a TR fan, as he slobbered all down the front of my TR Tour of Ireland sweatshirt.

The team is JB Engineering, based in a totally anonymous industrial unit in Welwyn Garden City, owned and operated by father Jack and son Billy. They are Morgan specialists, but had an interesting selection of cars in the unit on the day of our visit. Firstly, a Morgan SLR (the aerodynamic coupe version) was just having its TR engine re-fitted – this engine looked fundamentally the same as the one in my TR, but apparently produces somewhat more BHP than mine – running on 105 octane racing fuel rather than BP 97 octane, it doesn't suffer from fuel vaporisation either! There were a couple of more normal looking Morgans in the shop, one of which is just about unbeatable in its' class.

A couple of other cars really caught my eye. The first was the prototype Lola Mk.1, dating from 1958 – inevitably a few modifications have been made over the years, the main one being to replace the original 1100cc Climax engine with a 1220cc unit. This car, when it first appeared, proceeded to trounce the Lotus 11 and 17 cars in the 1100 sports car class, much to the chagrin of Lotus boss Colin Chapman.

The second car was the highlight of the visit, a 1963 King Cobra – originally created by Carrol Shelby of Cobra fame. For the uninitiated, I should point out that this is basically a Cooper Monaco rear-engined sports car, based upon the Formula 1 Cooper of the period. Monacos were built to take 2-litre Climax engines, producing at most 200 BHP. Now the King Cobra has a 5-litre V8 producing 500 BHP – you can imagine why it is called "The Beast". The engine is bolted directly to the chassis frame, and looking at the fairly primitive chassis, it amazes me that the engine doesn't twist the frame into a banana. (Apparently when the engine is started up, there can be complaints from as far away as Tring – actually that's journalistic exaggeration – normally only Hemel Hempstead). The car was being prepared for the Goodwood Members' Meeting at the end of March – mentioning to intrepid driver Billy that it might be a bit cold at that time of year, apparently a 500 BHP V8 just behind your left ear creates a good impression of a sauna at any time! (shouldn't be surprised if it has other effects as well).

Most of the cars are owned by a wealthy businessman – he must be wealthy, judging by the number of cars involved, and the associated costs of preparation. Apparently he started life as bus driver, eventually became the company manager, then bought the company, then bought another company, etc., etc., and eventually sold the lot to go racing. Billy said that they tend to concentrate on classic racing series and long-distance events, where the driving can be shared, and they have an impressive record in recent years, winning their class in several championships. Although they will be at Goodwood, it is not one of their favourite events nowadays – apparently driving standards are not the best at times, and not just the amateur drivers. Last year, apparently a certain ex-Formula 1 driver (not British) stuffed an AC Cobra into the bank in a big way, severely damaging the car, got out without a scratch, walked over to his helicopter, and buggered off without so much as apology to the team or owner – nice one.

As an award winner, Billy was in Vienna a few weeks ago, for the FIA annual prize-giving event. Lewis Hamilton apparently was besieged by fans and paparazzi, even when he went to the loo – judging by the look on his face, was this where he deposited his award for runner-up in the F1 championship?

Anyway this was a fascinating visit (even if only an hour or so) to see classic racing preparation close to. So, if you are attending any of the major classic race meetings this year, look out for Billy Bellinger, that King Cobra, and the Great Dane!

(Apologies for the lack of photos, but my Brunel Mk.1 imaging machine was suffering from low boiler pressure at the time).

The following guidelines are reproduced by kind permission of
Peter Lewis, TSSC Herts & Beds Area Organiser

Triumph Sport Six Club - Herts & Beds Area Club Runs - Convoy Rules & Etiquette

Does 'Convoy Rules' mean anything to you? For those for who it doesn't or perhaps have always wondered what is good etiquette the following is intended to explain the meaning and purpose of a few simple rules and hopefully make their convoy experience more enjoyable.

The success of a convoy run depends on two things:

- a) the driver of the lead car knowing where he is going!
- b) The driver of each car staying, WITHOUT FAIL, with the car BEHIND; NOT the car in front.

In practice this means that each driver, starting with the lead car, drives in such a way that they never lose visual contact, for any significant period, with the car following.

DO NOT attempt to stay with the car in front under any circumstance. Your responsibility and allegiance is with the car BEHIND you.

Keep the car behind you in sight, if it is not then STOP in a safe place asap to let it catch up!

The car in front of you should do the same thing and it should work its way to the first car. Once the car behind is in sight you move off again then the car in front of you will do the same until the first car and the whole convoy is on the move again.

You should drive at a speed and in such a way that the car behind you stays in contact.

This is the Fundamental Rule of Convoy driving and should be followed from the first in the convoy to the last.

The following are a few ideas/hints on how to achieve this:

- a) The convoy should have the slowest cars at the front and the fastest at the back.
- b) Drive at a speed that you can comfortably maintain. If all goes to plan the actual speed of the convoy should be set by the slowest car. If you find you are pulling away from the car behind slow down slightly to allow them maintain visual contact. Conversely if the car behind you closes the gap, and you are able and willing to raise the speed slightly, do so until you have re-established a reasonable gap between the cars. Also do not drive excessively slowly such that the car in front pulls away from you. If you can safely drive faster and maintain the gap with the car in front do so always ensuring that you still maintain visual contact with the car behind.
- c) Do not close up on the car in front unless the car behind has closed up on you! Try and maintain a constant speed, try not to keep speeding up and slowing down. The effect is accentuated as you pass down the convoy.
- d) Space between cars. There is no set distance; it will depend on speed, road conditions and line of sight. On main /straight roads the distance can be quite large allowing other vehicles to overtake easily; on country routes the gap should be reduced to aid visual contact but still allow space for other traffic to overtake. In town the gap should be as small as possible. This aids visual contact and maximises the number of cars that can pass through traffic lights etc during each sequence.
- e) Use your indicators; make sure that if you are changing direction that you try and indicate in plenty of time for those that are following to be able to see that they need to turn, exit a roundabout, change lanes or get in the correct lane at junctions, traffic lights roundabouts etc and for any other reason to have to make a change of direction.
- f) If you go through a traffic light that changes to red the last car through should wait, somewhere safe, for the lights to change again and the next car comes through.
- g) If you go around a roundabout always check that the person behind you is through and/or can see what exit you take off of the roundabout. This may mean going around again (however many times is necessary). Don't worry 'cos the others in front of you, if they are following the rules, will be stopped up and waiting for you.

It would be really handy for those that are going to attend and are in anyway familiar with the route or even a part of the route they let the leader know. This would help with the organization and sorting of the convoy with key contacts placed in strategic positions being able to inform those ahead if there have been any issues occurring toward the rear of the convoy, exchanging mobile phone numbers with the key contacts would also be helpful. If you can carry a passenger as they could help with a little light route checking to help keep you on track and up with the rest of the convoy and making mobile phone contact if necessary.

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.

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*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**.*

I recently received this from a member in exile, but soon to be reunited with his TR

My TR6 - Ian Davis (from offshore Borneo/Malaysia)

Hi Brian

How are you doing? Thanks for your updates & regular newsletters.

Unfortunately I've been offshore & working away (in Asia mainly) & as yet have been unable to attend any of your regular meetings & get togethers for various reasons (mainly my car has been not up to the task for a whilst). Hopefully that will change this year & I along with my wife (Deena) will be able to join up with you guys at some stage soon.

I hope to be back at the end of Feb this time & maybe...if Chris Conoley (www.massracing.co.uk) can get the TR6 running again like he did previously. He may replace the PI system with an EFI fuel system?....still undecided as yet?

Then we will very much up for any meets that we can attend in the future.

I've added a couple of pics that might qualify for the TRunnion mag or group page, plus a couple of Deena & myself in France (Toulon/Sanary area) where we used to live previously.

Below is the History of me & my TR6 (since 1998) when we became acquainted.

Hope to hear from you soon.

My car details & history

[Full commission and serial numbers omitted for security/protection against cloning - Ed.]

VIN/Chassis frame No:- CP77xxx-O Engine Number:- CP077xxx-HE.

Date of 1st U.K. registration:- 18.05.1973. Info from British Motor Industry Heritage Trust (Archive Library):- Triumph TR6 car with Chassis Number of:- CP.77xxx-O was manufactured by Triumph Motor company Limited, at Canley , Coventry, in the year 1972 (September).

Many modifications completed:-

The car was resprayed in mid/late 1980's by a previous owner, with a colour change from Saffron Yellow (54) to Signal Red (32).

I am presently the 7th recorded keeper & have owned the car since August 1998, performing many upgrades & modifications whilst in my care.

Electricals:- Many upgrades including halogen headlight conversion plus spots, fogs & hazards added.

Opto-electronic ignition & a few extra useful additions: Lights On still alarm when the ignition is off, a cigarette lighter (for a power source (for USB use only).

Alarm (Cat 1) & immobiliser; stereo & speakers etc.

Bosch fuel pump, electric water pump & controller conversion (added cooling).

All electrical works carried out by Bosch Auto electricians (Fenlake Auto Electricians in Bedford).

Upgraded fan heater blower (from TR Bitz conversion)

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Engine, transmission, suspension and brakes upgrades.

Rebuilt by Cambridge Motorsport UK ~2000 (Chris Conoley engines www.cambridgemotorsport.com).

Un-leaded head conversion, new pistons, re-ground crank & new bearings, roller rocker valve conversion, cam upgrade, oil cooler, mag oil sump upgrade, stainless twin exhaust & manifold, gearbox & overdrive.

Upgraded alloy radiator & electric fan. Front brake disc upgrade (4-pot caliper) conversion, Superflex suspension bushes.

Engine rebuilt again ~ 2007 by Sports Cars des Provence in Toulon France (I was living there at the time ☺)

Full body-off, chassis upwards (powder coated) bare metal respray (Signal Red again), interior refurbishment by TR Bitz of Warrington UK (www.trbitz.com) with leather upholstery (Sky Blue) & burr veneer dash & door panels, new carpets (Navy), to match the (Navy) mohair hood & tonneau, replacement seats (with head-rests from USA TR6), Moto-Lita wooden steering wheel.



Many thanks for that Ian. It seems to be a well-modified TR6 but still sensible and it's good to hear we will be seeing you and Deena (with or without the TR6) soon. Hope you can make it to our meeting at the The Cock on Sunday 19th March.

I have also included Ian's photos which I hope will inspire more members to send in their own so that we have a good selection for the LVG 2018 Wall Calendar.

Classified Adverts

If you have anything to sell/buy or lend/borrow, please email me and I will include it in the next TRunnion.

FOR SALE

TR7 Haynes Workshop Manual

Triumph TR7 1975-1982 All Models 1998cc Workshop Manual. As new, clean condition.

£12 o.n.o

WANTED

TR3-4A Steel Wheels

Any number of original 4.5J wheels suitable for refurbishment - rust is OK but preferably not bent or dented!

Brian Chidwick (Contact details as on page 1)