



The

TRunnion

2017/5 September / October

Group Leader: Pierre Miles E: pierremiles@hotmail.com T: 01438 - 880460

Meetings: 3rd SUNDAY of month (unless otherwise specified) from 12 noon @ The Cock Inn, 23, High Street, BROOM, Biggleswade SG18 9NA (T: 01767-314411) ...IF you want a Lunch, book in advancefood is excellent but they only have a small kitchen!



Greetings to all readers of Trunnionand we never actually know just how many members do read thisit may be **200 or 20 ?** Perhaps you may kindly email "REDIT" to the Editor ! **It would be nice to know. Thank you, Chris .**

WHAT FOLLOWS on pages :-

- 2 - TR2 Tea @ Ely
- 3-5 - GL Reports
- 6 - A.A.A.DD
- 7-8 - Bumps & Bends
- 9-10 - Shine & Show
- 11-12 - Mutterings of Muncer
- 12 -
- 13 - Overdriven
- 14 - M3 Breakdown
- 15 - Route to Lunch
- 16 - Bright Spark
- 17 - LVG Continental Tour
- 18 - More Mutterings
- 19-21 - On track with Brian
- 21 - Lavender Run
- 22 - Welland Valley Wander pics
- 23 - W.V.W. report
- 24-25 - Goodwood TR3
- 26 - Wheels Wanted

The Goodwood TR3

see page 24



Deadline date for articles for next issue : WEDNESDAY 1st NOVEMBER. Please email along with any photos to Editor: chris.trunnioned@btinternet.com

Keep those stories coming in and as early as you canmore photos also, finest quality appreciated. Brian will email info in between Trunnions and hope someone can help him on Page 26 ?! Thank you, Chris.

Events Calendar, Committee, Meetings venue

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MEETINGS VENUE Unless otherwise specified, all group lunchtime meetings are on **third** Sunday of month (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at The Cock is very small so **it would be appreciated if those intending to eat could please call: 01767-314411** so that they have an idea of numbers.

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, we may not have your current email address. To keep in touch, update your details with Brian : 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.

Events Calendar



Events with an official Lea Valley Group presence are shown in **bold type**. Please advise if you know any other events that may be of interest to members ? Please contact Paul Richardson if you have queries about these events. "We don't expect members to do all of the events, just good to give them the choice !!" - Paul.

TR 2 Tea at Ely Sunday 1st October

For the LVG members who like meeting up for a social DRIVEthis is your invitation to enjoy a visit to Peacocks Tea Room in Ely via a suggested route which begins at the *Comfort Café , Gt.Abington, Cambs.*

The suggested drive will take you via Horses, a forest and some "rock and roll" roads for afternoon tea at Peacocks Tea Room, Ely (other venues are available)

YOU can drive to Ely by any route you wish and at your own pace. As a guide, the suggested route is 56 miles and on the day we drove it we reached Ely in 1.75 hours.

Petrol is available next to the Comfort Café .

Email Chris Glasbey for further details:
chris.trunnioned@btinternet.com

If you are interested in meeting up with LVG friends for a social drive then we need to be advised of your wish to join us as soon as you can and at latest by :- **Saturday 16 September**

We look forward to seeing our LVG friends Chris & Pat .

Sept 15-18 (BIG-4) CACCC Falling Down Tour, Isle of Wight + Ryde Classic Car ShowFULLY BOOKED

Sept 16-17: Kop Hill Climb

**Sept 17: LVG Sunday Lunchtime Meeting
October 1sta drive out for Tea at ELY**

Oct 15: LVG Sunday Lunchtime Meeting

Oct.22: Autumn Restoration Show, Stoneleigh

Oct 3 : LVG Committee Meeting

Nov. 4 : TR Register Annual General Meeting

Nov. 10-12 : NEC Classic Motorshow, Birmingham

Nov. 19 : LVG Sunday Lunchtime Meeting

Dec.17 : LVG Sunday Lunchtime Meeting

Last call to LVG friends who want to drive to TEA @ ELY

Tuesday 29 Sept .

GROUP**LEADER'S
REPORT**

Here we are in September after what can be called a really busy couple of months – so much to mention, but here goes. (Bound to forget something but if I do, it is down to AAADD*.)

The 2017 Luton Hoo picnic was as good as expected, being such a relaxing affair and another good opportunity for a chat to put the world to rights. We were pleased to see Julian H back in the UK, ostensibly to sell his Land Rover but I think it was a secret cover plan to enable him to say hello to the LVG. We were also able to welcome back long-standing members David and Janet Powell in their yellow TR6, back on the road after a long period of restoration. David is unfortunately unable to drive the TR but is being very ably chauffeured by Janet, who is still struggling a bit with heavy steering at low speeds. I also had the opportunity to have a chat with James Evangelis, a young man not yet a member but who has recently bought a purple TR6 to restore, assisted I understand by family members who have been doing that sort of thing for many years.

Next came along the International Weekend at Malvern, celebrating big anniversaries of both the TR3 and TR5. This was my first visit to an IWE and although I was able to be there only for the Saturday, it was in my opinion a great event with a lot going on. Anyone following the TRR website forum will know that there is a lot of discussion about the future of the IWE, not only the venue but also its frequency. All I can say is that it was a lot more interesting in all respects to where I went on the Sunday, which was the Alfa Romeo Owners Club annual get together. While the AROC event brought together hundreds of fantastic cars of all ages, there was little else to do except look at them. At least the IWE offered a range of things to see and do beyond simply looking at TRs.

Shortly after the IWE, Pat and I went off to France for a couple of weeks. We achieved our three main objectives: delivery of a statue of a hare to a good friend living a little south of Limoges, a return visit to the Loire Valley and then a few days on the Atlantic coast. Highlights for us were varied and included a few days staying at a chateau, visiting Les Sables d'Olonnes (home of the Vendee Globe yacht race), staying at a quirky hotel on the banks of the Seine, visiting a tiny village near Amiens where I spent many a happy holiday and visiting the Somme Museum at Albert. A final word on this: we used one of the Sanef Liber-T windscreen tags pay the autoroute tolls. As well as speeding us through the pay booths, sometimes without stopping, it meant we didn't have to make sure we had money to hand each time. We will most certainly be using it when we next go in the TR because it also overcomes the problem of being low down compared to the toll booths. So, the next time we are in France, this is the sign we will be looking for – even in some town centre car parks!

While we swanning around France, my TR was being looked after by those nice guys at Robsport. I've been getting through gearbox oil at about 100 ml every 600 miles, with most of it ending up in the drip trays under the car. The 'Cars on Ramps' event allowed the main source of the leak to be identified as the rear seal on the gear box, so this was replaced while we were away, along with the box's filter gasket. Also temporarily fixed is a recent intermittent problem in engaging reverse gear. Basically, there is a batch of withdrawal shafts in use that were manufactured incorrectly by having the lever arm welded on at the wrong angle. This means that as the clutch wears, there is insufficient movement of the clutch fork to fully disengage the gearbox from the engine, leading to snagging of the gears. The proper fix is to replace the withdrawal shaft with a correct shaft – something that I hope can be put-off until the clutch finally needs replacing.

I didn't get to Silverstone Classic weekend, but I know that several of our group went along and even had the chance to drive around the circuit, albeit at a sedate speed. Sounds fun and something not many people get the chance to experience.



However, we all had the opportunity to go to the world famous LVG Shine and Show night organised most ably by Phil and Nick. Despite the weather being miserable – the rain stopped around 6pm and was followed by frequent bouts of drizzle throughout the evening. Despite this, we had 19½ TRs turn up and about 14 non-TR classics of varying ages. We were able to welcome the TRR's East Area Director Dave Burgess to the event, to carry out the judging and awarding of prizes. Many thanks to Phil for most of the organising, Nick



for sponsoring the prizes, Nick the landlord for not only hosting us but also allowing us to use the field, and last but not least for providing the food and a prize for the raffle. Mentioning the raffle, thank you to all who bought tickets – I understand that a vast amount was collected by Sharon, but not enough to finance ‘doing a runner’. Finally, both Lynda and Brian did a sterling job all evening marshalling the cars into their correct places. A great evening that I hope we can repeat next year but in better weather!

Barely time to get your breath before getting stuck into the M3 tour. A tour organised by Pete Muncer will always be one of the highlights of the ception. Around 130 miles driving ending at The Cock, to give everybody driving in the Fens is all about. Flat and where the signs for bumpy roads seriously. Get it wrong and you’ll be wet ditch! This was all interspersed lunch and a rural museum for tea. I it, but the evening was rounded off Red Arrows display from the ‘wrong’ side of the display line. A very different perspective that was a devil to photograph, as we were looking towards the setting sun. One little known fact is that over the past 10 years or so, Pete has designed nearly 3 dozen tours and anyone who has ever designed a tour will know the amount of time and effort needed to do this. It is not for nothing that Pete is known as the ‘tour meister’.



year and this one was no ex-beginning at Baldock and a really good idea of what roads, wide vistas, no hills and bends have to be taken either airborne or in a deep by a lovely riverside pub for don’t know how he managed perfectly by experiencing a

Red Arrows display from the ‘wrong’ side of the display line. A very different perspective that was a devil to photograph, as we were looking towards the setting sun. One little known fact is that over the past 10 years or so, Pete has designed nearly 3 dozen tours and anyone who has ever designed a tour will know the amount of time and effort needed to do this. It is not for nothing that Pete is known as the ‘tour meister’.

A couple of other relatively small events where I know the LVG put in appearances. The first was the Pirton show supporting the RNLI and the second was the Stotfold Classic and Custom car show. The former is a really nice quiet affair with cars coming and going throughout the afternoon and evening. I did spot a couple of TRs there that were new to me and which duly received invitations to join the TRR. I also spotted a TR4 from another TRR group that was even less tidy than mine, so I was really drawn to that one. The Stotfold gathering is an altogether different event, with a pub, burgers and proper live music from the ‘60s, plus of course lots of classic and custom cars from both sides of the Atlantic. One very interesting car that was

not modified in any way was a Citroen Bijou. These were made in the UK around 1961 and comprised basically a fibre glass body on 2CV running gear using a 425cc engine and was intended to meet the rather conservative taste of the UK. Although faster and more economical than the 2CV, it was relatively expensive and sales were very poor. Of the 200 or so built, fewer than 40 remain on the road, so this was quite a rarity.

Our August Sunday meeting was just a couple of days ago – and wasn’t that a really interesting R2L devised by the Glasbeys? The garden centre was interesting, especially as it is undergoing building work. Did you notice that to get to the ‘facilities’ it was necessary to go through ‘Ladies Fashion’? Two points here: garden centres are turning into one-stop shopping experiences where you will soon be able to buy almost anything; and the one thing missing will be ‘Men’s Fashion’! Anyway, the coffee was good, the route entertaining and nobody got lost. Not a lot to say about the meeting that hasn’t already been reported elsewhere, except to say it was good to say hello to Linda and Gordon Staple and then find out that the interesting TR-towed caravan I photographed at the IWE belonged to them. John Hanna turned up for a chat – but you will have already seen Brian’s info on that. Finally, Paul Richardson took away the BS Trophy and boy, did he deserve it! With 2 TRs both needing attention over the past month, his list of completed tasks was really impressive. How did he find the time?

The day after our last meeting at The Cock, four of us took a Monday evening drive up to Wistow to drop in on the Camb Followers. What a great bunch of people they are – about 22 people turned up and had quite a chat putting the world to rights. Well, what else did you expect? The drive back in the dark was fun as well, but the least said about the A1 closure, the better. Wednesday saw your TRunnion editor and I plus other halves of course, testing the venue for our autumn social event. It was difficult(!) but we managed it and it is now 99% certain that we will be having posh teas in Ely on 1st October. Make sure it’s in your diaries but one word of advice: don’t have a big meal before going.

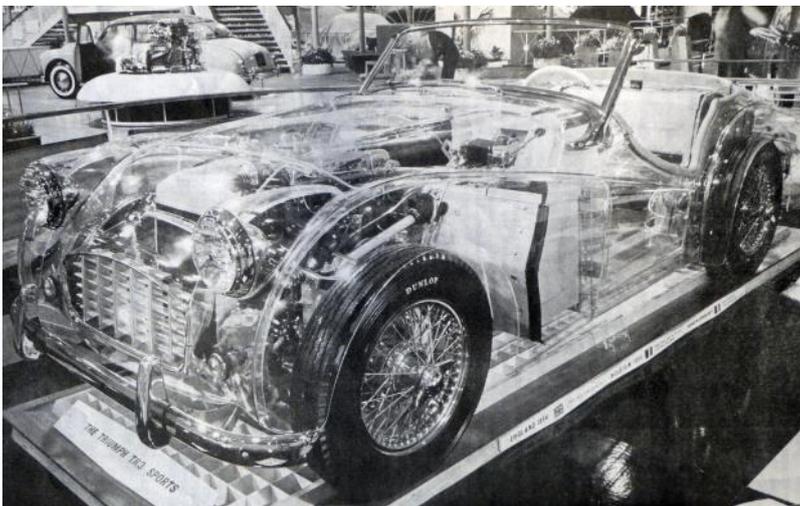
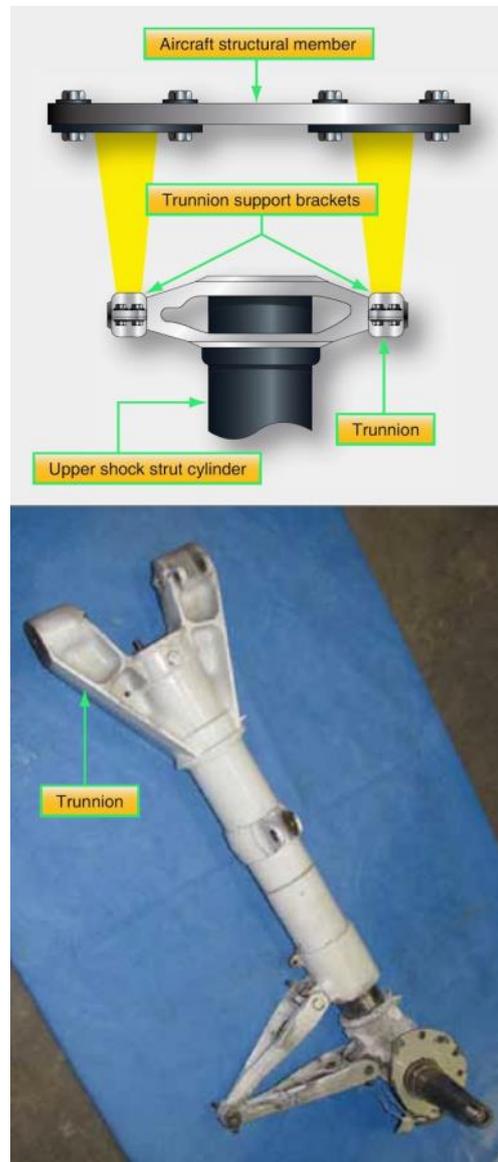


Technical stuff? LVG activities seem to be focussing on replacing drive shafts on non-screens cars and getting to grips with gear boxes and overdrive units and it's getting difficult to find the most suitable recipient of the BS Trophy. One way to win it (other than blood or a bribe) is to write an article for TRunnion telling everybody of your exploits, successful or not. Doesn't have to be long or highly technical and a photo or two will always help. Remember, there will always be someone else in the group who would benefit from your experience.

Frivolity: Finally, did you have a few spare minutes after reading the last TRunnion? Did you have a look at the little item of boating frivolity I offered and did you find the answers? Now that the grey cells have been tested a little, here is something different for you to contemplate.

Imagine a block built from 1,000 individual sugar cubes. The block measures 10 individual cubes high, 10 wide and 10 deep. How many individual sugar cubes can be seen on the surface of the block? To be clear, include the bottom of the block, as well as the far side.

*AAADD: Age Activated Attention Deficit Disorder.



Have you got A.A.A.D.D.?!⁶ ...asks Pierre



Recently, I was diagnosed with A.A.A.D.D. – Age Activated Attention Deficit Disorder.

This is a typical scenario:

I decide to water my garden.

As I turn on the hose in the garden, I look over at my car and decide it needs washing.

As I start toward the garage, I notice unopened post on the hall table that I brought in earlier.

I decide to go through the post before I wash the car.

I lay my car keys on the table, put the junk mail in the garbage can in the kitchen, and notice that the can is full.

So, I decide to put the rest of the post back on the table and take out the garbage first.

But then I think, since I'm going past the hall table when I take out the garbage anyway, I may as well pay the bills first.

I take my cheque book and find that there is only one cheque left.

My extra cheques are in my desk in the study, so I go into the study to my desk where I find the can of Pepsi I'd been drinking.

I'm going to look for my cheques, but first I need to push the Pepsi aside so that I don't accidentally knock it over.

The Pepsi is getting warm, and I decide to put it in the refrigerator to keep it cold.

As I head toward the kitchen with the Pepsi, a vase of flowers on the counter catches my eye – they need water.

I put the Pepsi on the counter and discover my reading glasses that I've been searching for all morning. I decide I better put them back on my desk, but first I'm going to water the flowers.

I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table.

I realize that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back in the lounge where it belongs, but first I'll water the flowers.

I pour some water in the flowers, but quite a bit of it spills on the floor.

So, I set the remote back on the table, get some towels and wipe up the spill.

Then, I head down the hall trying to remember what I was planning to do.

At the end of the day:

the car isn't washed

the bills aren't paid

there is a warm can of Pepsi sitting on the counter

the flowers don't have enough water,

there is still only 1 cheque in my cheque book,

I can't find the remote,

I can't find my glasses,

and I don't remember what I did with the car keys.



Then, when I try to work out why nothing got done today, I'm really baffled because I know I was busy all day and I'm really tired.

I realise this is a serious problem and I'll try to get some help for it, but first I'll check my e-mail....

Do me a favour. Forward this message to everyone you know, because I don't remember who the hell I've sent it to.

Don't laugh — if this isn't you yet, your day is coming!!



BUMPS AND BENDS (aka The M3)

Way back in August saw the LVG once again enjoying the delights of a Pete Muncer tour, this time venturing out to the north east of our region for a trip into the Fens. The event was initially referred to as Muncer's Mystery Meander, but this was too much of a mouthful, hence the new name of The M3 Tour. As is becoming a habit, we all congregated at the Baldock Services for that most essential of reasons before embarking on a tour – catching up with the gossip, of course. We were also pleased to welcome Peter Lewis and 'his ladies' in a Triumph 2000 to this event, thus continuing our recently closer relationship with the Camb Followers.

The first leg was a 47 mile trip to The Old Ferry Boat Inn at Holywell. This was a pretty leisurely cruise through the countryside with the promise of a really good lunch stop at this lovely building alongside The River Great Ouse, complete with cruisers moored to the banks. The sun was shining, the pub food and the picnics were consumed



– life was good. There was no need to rush to get away for the next section either, as the destination was the Ramsey Rural Museum not far from, well – Ramsey actually, and it didn't open until well after lunchtime. However, this was a car tour so eventually, it was time to leave. Yours truly set off at a quick pace to get set up at a location judged to enable some photos to be taken of the cars in action (candidates for the 2018 calendar). We just had to get there before anybody else. Suffice to say that we 'enjoyed' the bumps in the road but were pleased to get out of the car when we got to the designated spot. This was at a bridge that constituted a high point in the Fen landscape, being a climb of at least 5 feet. One highlight while waiting for TRs to pass our location was to see a boy of about 7 years old having the time of his life on a very small quad bike, including doing dough-nuts on the dirt track alongside our car. Eventually, the cars passed through and photos were taken, then it was time to get going again, this time following a direct route to the museum.



The Ramsey Museum looked to me to have plenty of potential for a future, more leisurely visit but we made do with a scone and a cup of tea before setting off for our second photo shoot location. Those who did the tour may have noticed a car parked up just before our chosen location. There were a couple of people in it who may well have been a little concerned about featuring in the photos, as they cleared off after a little while!

The final stage ended at The Cock, of course, where we were met by a huge crowd of people. I know our cars are much admired by the less fortunate (ie owners of modern cars) but this was still something of a surprise. It certainly didn't stop us parking up in a less-than-tidy line in pride of place in the meadow. This illusion was broken when we found out that the Red Arrows were soon to display at The Old Warden airfield and we were in a prime position to see the display from the rear, so to speak. Anyway, there was plenty of time to get a drink and settle down for the main event. This was of course, the impromptu announcement of the competition result. The competition was dreamt up about an hour into the event and basically was to award a prize to the car whose recorded odometer reading for the whole event was closest to the figures contained in the

route book. This was won by Brian and Lynda in their TR3 that registered the advertised mileage to within half a mile and they seemed grateful for their prize of a couple of bags of crisps. Similarly, Pete seemed grateful for the same award in recognition of his efforts in bringing the whole thing together in the first place. Perhaps this will compensate in some small way for the minor technical problem encountered earlier – about which you can read elsewhere.



We then adjourned to the meadow to enjoy Pete's finale, the Red Arrows displaying above our heads. What a great day that I know was enjoyed by all. We now all know that when driving in The Fens and you see signs for bumpy roads or bends, pay very special attention else you will be either airborne or in a deep and wet ditch.



What you may ask, of the photos? Well, I need to learn more about car photography and my camera, which is much more capable than I can fully understand but there are a few candidates for the LVG 2018 calendar. If you would like to see our photos of your car, let me know and I'll send them to you.

Pierre .

M3 Tour Photographers : Pierre & Pat Miles





Shine and Show 2nd of August

During its planning, the Shine and Show night went under various names such as Shiny Car Night, Show and Shine, Rise and Shine and lastly Wet and Shiny, which to all those that attended is very apt. We kept our fingers crossed for sunshine but the day brought high winds and lots of rain. The weather gods did give us a break and most of the rain held off in the evening. Not enough respite though to be able to put the marquee up, it nearly blew away when the top was put on so we made do with the covered area at the pub. It was a little cramped but cosy.



The idea for our own LVG car show came from Nick Theze and myself and as we thought of it we got the job of organising the event. It never pays to volunteer for anything! Nick generously offered to sponsor the show through his company Full Range Finishing, the landlord at the Cock agreed to the use of his field and we were off and running with the date fixed to coincide with our

Wednesday's summer meeting in August. Well, we thought we should get sunshine in August, but of course this is England and there is a reason it is green and pleasant!

Invitations were sent out to all the local TR groups along with the TSSC, LGCCVCC and via the pub the local MG club which also meets there. Dave Burgess, the local area director for the TR Register kindly agreed to come along and judge the various categories we had decided to award cups to and Chris Glasbey got to work on designing a poster. The idea of the show was not to be a concourse event but a small local event where TR owners and other classics could get together for a friendly low-key meeting. The prize cups were to add a little bit of fun and let's face it, it's always pleasing to get recognition for the hours of work you put into your car.

Despite the gloomy day we had a good and varied turnout of cars, with 19 and ½ TRs (more about that later) and 15+ non TRs. Strong support from the LVG was much appreciated as was members attendance who for one reason or another could not bring their cars. We had TRs from Camb Followers and attendance from NLG. A varied mix of other classics helped to fill up the bottom of the field. Brian and Lynda did a magnificent job as car park attendants never deserting their posts despite the weather.



The prize giving was carried out by Dave Burgess who injected a little bit of humour into explanation of his choices. The awards were as follows:

Best TR to Archie Marker for his TR3

Best Sports Car to Richard Hayhow for his BMW Z1

Best Saloon Car to Pete Lewis from the TSSC for his 1974 Triumph 2000 Mk2

Best Rolling Restoration to Pete Muncer for his TR4A

Furthest Travelled to Trevor Sherwood from Camb Followers, 45 miles in his TR2

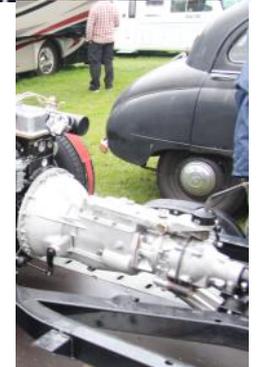
The raffle, which raised the magnificent sum of £197.00 was then drawn. Prizes had been donated by Full Range Finishing and several club members, which meant it all went towards club funds. Thanks go to Sharon for selling the tickets/beating the punters into submission until they coughed up.

The landlord and landlady of the Cock provided us with a BBQ which was generously given free to LVG members.

The best Rolling Restoration Award left us in a bit of dilemma, Pete's car although not concours, is far from a rolling restoration and we considered the real winner should have been Will Leverett and his TR6 (the ½ TR, no body shell). Will had gone to a huge amount of trouble to get his car to the show, putting it on a trailer and making sure it was protected from all the muck and water that would be thrown up from the road. It was a true rolling restoration. To this end we decided to make a subsequent award for Best Rolling Restoration to Will. A couple of days later. Nick and I popped round to see him in his garage and present him with a new cup which we hope went some way to remedying the disappointment we all felt on the night. Meanwhile Pete will no doubt be the subject of much ribbing about his "rolling restoration".

This was our first Shine and Show night and considering the weather conditions was a great success. Thanks, must go to all those who braved the elements and turned out to support us. Will it be an annual event? That is down to you as members, is it something you would like us to repeat, do you have suggestions for improvements? We would value your feedback.

Phil .



The Mutterings of Muncer



I think I may have warned our illustrious Editor when he took over the role, that any contributions of mine to TRunnion, might well stray away from TR topics from time to time – so here goes then.

Recently I was given for my birthday (don't ask how old), a video CD simply entitled "McLaren". This is a newly re-leased production featuring the life of Bruce McLaren, founder of the McLaren team and company. Now, being a bit of an anorak of F1 history (not the modern stuff), I knew much of the story, but I had forgotten just how much McLaren achieved in a few short years, between his debut in the Cooper team in 1958, setting up his own team in 1964, and his tragic death in 1970 while testing a Can-Am sports car at Goodwood.

In the late 60's and early 70's the McLaren team were competing (and winning) in F1, Can-Am, and Indianapolis – and this with a relatively small team of perhaps 50 people, not the hundreds employed by the current McLaren and other F1 teams. Anyway, I thoroughly recommend the CD if you get a chance to see it – and hear it – 8 litres of Chevy V8 flat out is impressive! Mind you, I should think that Bruce would have been seriously under-whelmed by the performance of the current F1 McLaren-Honda over the last couple of seasons (as is Fernando Alonso – come on Honda, get your act together).

Regarding the recent LVG trip to Spa, it is a little known fact that the film "Grand Prix" (filmed in 1966 at Spa and other G.P. circuits) features appearances by your humble scribe – if you look carefully, I am the 84th spectator from the left at Stavelot corner on the first lap (getting very wet) – I am also at Brands Hatch (49th from the right at Druids there). The 1966 Spa race was notable for a number of things - a cloudburst on the first lap which caused half the cars in the race to go off (including Jackie Stewart and Graham Hill), the first G.P. race led by Jochen Rindt for many laps (in a Cooper-Maserati of all things), and the last race in which John Surtees drove an F1 Ferrari (he won), before he fell out with the team manager and left Ferrari. Incidentally, I note that the route planner for the LVG trip was GL Pierre – hmm, maybe another potential member of the "spend hours pouring over maps" fraternity? Unfortunately Pierre suffers from "aged map syndrome" – apparently his O.S. maps are so old that the B645 is still shown as the A45, and even include a symbol showing where you can water your horses on the Great North Road. Mind you, I suffer from the same problem – still have maps showing locations of service areas and stage start/finish from the 1976 RAC Rally.

OK, back to TR topics. I see that the Autoglym day back in May featured Mr. Chidwick's TR, and according to my calculations, no less than 15 different cleansing and polishing lotions were applied to said vehicle. Surely this must be in contravention of an EU directive regarding excessive use of artificial preservatives? (Roll on Brexit). Seriously though, I think my enthusiasm for concours contests was lost forever, when I saw someone at a TR International weekend some years ago, *polishing the inside of the exhaust tail pipe!* – I rest my case, m'lud. However, I did attend the Shine & Show(ers) Night, and given that it is well known in LVG that I am no fan of polish and shine events, I'm still not sure how the "Best Rolling Restoration" trophy ended up with yours truly (however, see below, regarding the M3 tour). Anyway, many thanks to Phil and Nick for organising a very enjoyable evening, with a diversity of interesting vehicles on display, as well as an impressive line-up of TR's. A pity about the typical British summer weather – hope for better next year?



Fortunately the weather was much more co-operative for the M3 Tour a few days later, and all went well, apart from yours truly experiencing a minor malfunction (the car, not me). Maybe TR Register Area Director Dave Burgess knew something I didn't when he described my car as an "on-going restoration" – anyway, the bumpy roads around Chatteris required some further restoration on my TR, with the wire linking coil to distributor breaking – why is it that whatever you carry as spares, you never have the bit you want? Fortunately the LVG roadside assistance team soon arrived on the scene, so my thanks to Tony (hands-on), Phil (spade connector) and Chris (moral support and wingman), for getting me mobile again after just a few minutes. Note: I now have purchased a copious supply of spade connectors.

Our illustrious Group Leader and Mrs. GL Pat were in evidence at a couple of remote locations during the day, snapping away for pics for the LVG calendar (Pierre seemed to like lurking in ditches for his shots). The last few miles of the tour, back to the finish at Broom, required a slight re-route via the A1 due to road closures for the Old Warden flying day – but to make up for the diversion, we were treated to a fabulous close-up view of the Red Arrows display from the field at the back of the pub.

The continuing saga of fuel evaporation affecting my TR4A has taken a new development, thanks to Mr. Chidwick again, who pointed me in the direction of a product called Agreimach Cool Tube - this fits around the fuel pipe, and claims to protect against heat up to 500 degrees F (think that should be enough!). What was encouraging for me was that the recommendation came via the TR Forum, from a fellow Stromberg user with a TR4, who experienced exactly the same problem, and now claims to have solved the problem entirely. Anyway said Cool Tube has been fitted, and I think it may have improved matters slightly, but the safe option still is to open the bonnet at a stop, then there are no problems on re-starting. I fitted the Cool Tube personally, even getting my hands slightly dirty, but drew no blood, so that puts me out of the running for the Bright Spark Trophy. I'm wondering now whether re-routing the fuel pipe further away from the heat source (and possibly replacing the copper pipe with some modern material) might be the next step in the saga.

Looking ahead into September and the Isle of Wight weekend, I will be part of the CACCC mob based in Shanklin, where apparently we will be sharing our hotel with the Aston Martin Owners Club. Meanwhile LVG will be ensconced in the Warners Leisure hotel in Bembridge, with nightly entertainment – I wonder if karaoke is on the agenda? Perhaps GL Pierre will give a rendition of a traditional French folk chanson – luckily Shanklin is about seven miles from Bembridge, so we should be safe even with the wind in the wrong direction.

Anyway it should be a good weekend – let's hope the weather is kind for the Ryde Classic Extravaganza - not sure that the LVG and CACCC contingents will find each other among the thousands on the Esplanade.

Pete Muncer

P.S. Regarding Pierre's thought-provoking puzzle in the last issue, I believe the answer is that the two boats collided in mid-river and sank.



....full story next issue ...

OVERDRIVEN ..tech torque

Editor's TR3a ...overdrive failure after tour : Just back from the Welland Valley Wander...and good to see you at the start Nick. Cars 18 and 35 both enjoyed a TRiffic tour. My overdrive usually thumps in quickly but today it was slow to engagelater it was only sometimes engaging...and on the journey home I was 90% without it. There is always oil around the gearbox, so a constant weap over time (I do top it up every 2 years). Do you think the problem is likely to be a small loss of oil ?

Brian replies: Check the oil first and top up if necessary. Then check that the relay and isolators are operating correctly, but it's probably the solenoid on the way out (hold-in circuit failing). Before changing the solenoid, if it is still working, check the valve adjustment as per the workshop Manual. If all electrical parts are OK then it's worth just changing the setting so that the lever moves a little further forward. This trick seems to have fixed Archie's problem but it will only work if everything else is working correctly. David will doubtless offer much better and more detailed advice.

David replies: Brian is spot on, assuming oil is OK and no wiring faults, it is more likely to be either a fault with the overdrive mounted solenoid itself or the mechanical setting of the solenoid and the operating lever on the side of the gearbox. The workshop manual does explain this well and these set up instructions/tests are done without the engine running. It depends on your transmission tunnel but you should be able to access both sides of the tunnel through inspection plates , if not you may have to remove the tunnel. If you need to replace the solenoid it will need to be set up on the gearbox, very easy to do.



Thank you for the advice

You don't need to run the car to see if the overdrive solenoid is working, just put it into 4th gear, turn ignition on (no need to have engine running) and engage the overdrive switch while the gearbox tunnel is off. The solenoid should pull in and stay pulled in. If it doesn't then you have a fault in the electrics, if it does you have a fault in the overdrive. If the former, finding the fault is relatively easy, if the latter you will need to work on the overdrive. (could be as simple as reseating the ball valve).

To test the electrics for the overdrive, it is easier with a multimeter, but a 12V bulb with two wires soldered to it will suffice. Where I say it should show +12 Volts, the bulb should light up.

Test each of the following by connecting the meter or bulb between the specified point and ground. In this order.

1. Disconnect the solenoid and connect the meter plus to the wire that feeds the solenoid from the overdrive relay. There should be +12 volts present. If yes the solenoid is dead, if no the relay or wiring is suspect so go to 2.
2. Test the relay (yellow and Purple connection). should be at +12 V. If yes the relay is working so there is a wiring problem between this connection and the solenoid. Otherwise go to 3.
3. Test the relay (Brown/White wire). Should be +12 Volts. If No then there is a problem with the wiring between this connection and the battery. If yes go to 4.
4. Test the relay (White wire). Should be +12 Volts with ignition on. If not there is a problem between this connection and the fuse box (white wires). If yes go to 5
5. Test the relay (Yellow/Green wire). Should be 0 Volts. If it is +12 volts, then the gearbox switches or wiring are faulty. If it is 0 Volts, then the relay is faulty.
6. If there is a problem with gearbox wiring/switches, this can be tested by selecting third gear. At which time the relay Yellow/Green connection should go to 0 Volts. If it is still at +12 Volts then the wiring is probably at fault (or both gearbox switches have failed, which is unlikely).



M3 tour organiser cuts out in Fens

With thanks to Tony the fixer and Phil for the spade connector. Chris (Ed.) was giving moral support. Pete's loss of wire connection was fixed and we were all soon back on tour . Also, thanks to ace reporter Sharon for capturing these images .





Route to
Lunch 20
August '17

8 x TRs ready for the short 30 mile drive



Notes by Paul Richardson, winner
of the Bright Spark Trophy

20 August 2017

	SORTED EXHAUST CANNIS/SHOTS - KNOCKING OF CANNIS
24th JUNE	FITTED NEW CV DRIVESHAFTS - CHECKED TIGHTNESS
TR4A ->	BONNET STAY RATTLE HI LEVEL 3RD BRAKE LIGHT NEW PLUGS CLEANED SEALS
AUGUST	REAR LAMP BASE RUBBER GASKETS NEW PLUGS
TR3A ->	CHOKE CABLE ^{and} TIN & LODFOLK CABLES AUG8183 SET ASSEMBLY - TOO STOP LOWS FROM BOTTOM OF CABLES



LVG Continental Car Tour 2018

We are planning a tour of Honfleur and the Loire Valley **in late May / early June 2018**

The 8 day 7 night tour will be based in two centres Honfleur and Ouchamps in **the LOIRE VALLEY**with an overnight stop on the way back to Calais.

There will be the opportunity to visit attractions such as : **the Normandy Beaches, Le Mans Museum**, a drive on the Mulsanne Straight, vineyards and chateaus.

There will be something to appeal to all tastes. A detailed Road Book with detailed routes and suggested places of interest will be provided.

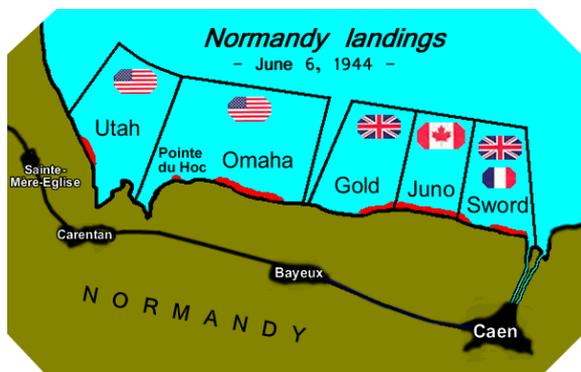
Prices will be in the region of £720.00 per person & includes ferry cost, hotel car parking and buffet breakfast each day.

Prices are based upon 2 people sharing a car and hotel room.



What we need at this stage is an expression of interest...

For further details please give **Phil** a call on **07919 - 037321** ...or you can :-



E: p.sanford015@btinternet.com

We hope you can join us, Phil.



Silverstone Classic



This little scribble could be entitled “choked off in Suffolk” or “not more bacon!”

We set off on Saturday August 19th to drive up to stay with our friends Stuart & Lynne McRoberts, near Bury St. Edmunds – Stuart of course was formerly of this parish, having his hands on LVG’s financial resources for some years, before moving to a large palatial bungalow in Suffolk – no connection obviously. (Stuart has not been custodian of the infamous red TR6 “Lulu” also for some years, and now has a BMW Z3). Anyway we had a good fast run of 70 miles via A1 / A505 / A11 / A14, no traffic delays – TR went well, although a sort of “burbling” from the exhaust seemed to be noticeable on light throttle, and did we use more fuel than usual? (At this point the technical gurus are nodding their heads wisely, having guessed the problem).

After a convivial Saturday evening (i.e. involving several libations), Sunday morning dawned bright and sunny, looking good for the Nelson County Run starting from Norwich, organised by the local MG Owners club (there, I’ve admitted doing an MG event in a TR publication!). Lynne served up bacon rolls before we set off for the start 45 miles away, which required traversing several villages at 30 mph – now the “burbling” was much more pronounced, a bit of back-firing, and fuel was disappearing at an alarming rate. Pulling into a garage for fuel on the A11, you will be amazed to learn that I diagnosed and rectified the fault myself – this required me to get dirty hands but no blood was shed (so still not qualifying for the Bright Spark Trophy). All that had happened was that the choke mechanism had stuck open, even though the choke knob was fully home – probably I pulled the choke cable too enthusiastically when starting up the day before (more head nodding from the gurus).

Arriving at the start venue, we were confronted with what seemed hundreds of assorted classics and modern sports cars – we were no. 77, the guy behind me at signing-on was no. 123, and he wasn’t the last car – there must have been 150 cars at least in the entry. We were then invited to have our free coffee and bacon roll (again!) before starting the tour. Now, with scores of cars setting off not a million miles apart, the last thing that was needed was a lot of narrow lanes on the route – but unfortunately that’s what we got, causing the inevitable convoy. Eventually I got fed up with pootling along at 30 mph, and pulled off to let the convoy go – after a few minutes Stuart and Lynne arrived in the BMW, and when we re-started, we had a good few miles of fast motoring (at legal speeds of course) on some more open roads.

There were no official checkpoints on the 70-mile route, but we did stop briefly at **Baconsthorpe Castle** (aaarrggghh!) – after that we needed refreshment, and called at a very nice pub called The Walpole Inn near Blickling – it is highly recommended if you are in the area. Then it was just a few miles to the finish at Wroxham Barns, where the café was offering – guess what?

Anyway an enjoyable day, but I’m glad that I don’t have to cater for 150 cars when planning LVG or CACCC events! Incidentally the entry fee for the tour was £20, so plenty of funds were raised for local charities. Will we do the event next year? – maybe, but less bacon please!

Pete Muncer

Dreams Really Do Come TRue...Or Do They?

Brian Chidwick

Those who have been LVG members for a few years will probably have heard the first part of this story before (and possibly more than once), so please feel free to skip the introduction.

It was 50 years ago today - or something like it

Having progressed from two wheels on a Royal Enfield Crusader Sports to four in a Standard 10 Super and legally removed the L-plates, my thoughts turned to something more sporty. Having visited Brands Hatch regularly at weekends for both motorcycle and car racing, I decided four wheels was safer than two and having seen and heard the David Chatham cars in action and been inspired by Pat Moss' rally successes, I set my heart on a Big Healey. However, a year's insurance for a 20-year old on anything remotely sporting was as much as the purchase cost of the car, so the plan was to start on the bottom rung of the Healey ladder with a Frogeye Sprite and work my way up. After an initial failed attempt at haggling the price down on a rather nice Almond Green Frogeye, I visited a local sports car dealer specialising in Spridgets and Spitfires. They had no Frogeyes in stock and I never liked the styling of the Midgets and later Sprites but the Spitfire styling and performance fired my pilot's imagination and I made the progression from Standard to Triumph just a few days before the vendor of the Frogeye phoned to say he would accept my offer. C'est la vie, the die was already cast and I was forever bound to the Triumph world.



Meanwhile, living in and around South London within easy walking distance of several sports car dealers, I was tempted by various exotica including Lancia Fulvia Zagato, Lotus Europa, Jaguar E-Type and Porsche 911. Of course, all of these were way out of reach financially but I spent a lot of time chatting to the salesman at the Porsche dealership and promised him I would back one day for a 911 once I had made my fortune.

Meanwhile, I decided Triumphs were as good as it was likely to get for a few years and made several attempts to move up the ladder. Offers of a cash purchase of a new GT6 were rejected by a main dealer who refused to give the 10-12% discount common on most new car purchases at the time as he said he could sell more Triumphs than he could get his hands on. Plan B to buy a good TR4/4A failed twice due to vendors' problems, the first with Webers needing overhaul and tuning and the second with a non-functioning overdrive needing major work - perhaps a portent of the kind of motoring life in store for me. Spotting an advert in a local paper for a TR3A, I persuaded a fellow inmate of the B&B where I was now living to drive me out to the wilds of Reed, near Royston. Whilst having no previous idea of what a TR3A looked like, I was immediately captivated by the sidescreen experience and despite the smell, fibreglass front end and scruffy interior, the sound and performance were enough and I was hooked. I immediately joined the TR Register and shortly afterwards became a founder member of LVG, and the rest is history. So that was the end of those early dreams, until...

A Virgin Experience (stop sniggering)

For my 70th birthday present, my daughter and son-in-law bought me a Virgin Classic Driving Experience with *U Drive Cars* at Upper Heyford. This comprises driving a couple of classic sports cars for 6 laps each of a track at Heyford Park, followed by a high-speed passenger ride with someone that can actually drive! Coincidentally, the choice of cars included a Healey 3000 and a Porsche 911 so the dream was reborn.

As well as those of us booked to drive classic sports cars, there were others scheduled to drive supercars, so there would be about a dozen cars of varying speeds and performance on-track at any time. After a driver briefing which explained the rules for overtaking (and being overtaken!), I joined the first batch of victims on a bus tour of the circuit to familiarise ourselves with the layout, braking zones and racing lines. The circuit, marked out by cones, is basically two long, wide straights linked by fairly tight 180° bends with a bit of a kink at the exits. There were some worried faces on the bus as we saw how tight and narrow the bends were and no-one wanted to be the one to take out any cones.

As I climbed nervously into my first car, the Healey, my instructor Phil quickly put me at ease and hearing that I have been driving TRs for years assured me that I would be right at home. Sure enough, after a tentative first familiarisation lap to get used to the seating position and pedal layout (offset to the right), it felt surprisingly familiar, although, seemingly physically larger, I took care on the curves. The circuit is driven anti-clockwise so, as the bends are predominantly left-handed, I was told to keep over to the right if any of the faster cars needed to overtake. Never having driven outside the UK, the first few supercars to overtake on my inside were a shock, but served as encouragement to not hang about myself. The six laps were over all too soon and I reluctantly returned to the paddock and parked the Healey to await my second drive.

I was even more concerned about driving the Porsche as my only previous experience of driving a rear-engine car was a short trip in a Hillman Imp with a strong cross-wind, so with a lot more power, I anticipated some handling problems. Fortunately, I had the same instructor (brave man) and he said that, apart from the pedal layout (offset to the left this time, like a Beetle) and very long and heavy pedal travel, the Porsche is just another 'old-school' sportscar and nowhere near as scary and twitchy as its reputation would suggest. I was glad that I had driven the Healey first and knew the track, so all I had to do was overcome my lazy clutch operation to avoid graunching the gears or frying the clutch. The big surprise was just how much confidence the car gives the driver compared to the Healey or a TR. This is probably the product of the different balance due to the rear-engine, more sophisticated mechanical design and aerodynamic body styling. It certainly begs to be driven fast which



perhaps explains the reputation it has gained as Phil, who races Porsches for several owners, said that once the car starts to break away, the pendulum effect is harder to correct than in the more conventional cars. Nevertheless, although I made the most of the extra power and lightness of handling, I made sure I got nowhere near the limit.

Finally, to complete the experience, I managed to bag the front passenger seat in a Mitsubishi Evo VII for a hot lap driven by - guess who? This particular model is effectively a rally car with per-

formance far in excess of either of the cars I had just driven, so where I was sitting was probably as close to the driving seat as I should ever get - I know my place. I had a few rides in quick rally cars on public roads in the '70s, but the acceleration, handling and braking of a much more modern car were in a different league. I began to understand the stresses on a driver in modern motor sport as I was repeatedly forced back into my seat as the turbo kicked in and then felt a seat belt doing its job as Phil demonstrated the late braking. What a pity it wasn't six laps of this as well.

So, did the dreams come true? Well, the experience certainly laid to rest the ghost of yesteryear. Whilst I wasn't disappointed by the Big Squealy, it was so similar to the TR that, had life led me down the Healey rather than the Triumph road, I suspect the only major difference would have been social. I have always found friendship and help when needed in the Triumph world and doubt that would have been better with any other marque. That would also apply to Porsche ownership, although the driving experience was a very pleasant surprise and perhaps has roused a sleeping dog from its slumber. I would definitely recommend an event like this as a special gift or even to treat yourself, but one thing is certain, however - whilst I greatly admire the other cars available on the day, including Jaguar E-type and Ford Mustang Fastback in the classics and Ferrari 360 Modena, Lamborghini Gallardo, Audi R8, Aston Martin DB9 and Nissan GTR in the supercars, I know I would never have the confidence to drive the majority of them regularly on the road as I do the TR, so the choice for me was absolutely right. I'm sure that whilst most would opt either for the sports car that they could never afford in their younger days or something totally outrageous so choices will probably be age dependent. For example, one young member of our group said he would have chosen the Mustang as he loves American muscle cars, whilst my son is a fan of Japanese sports cars, especially the Impreza, GTR and Evo. Given a free choice, classic, supercar or both, what would you choose?

Just to put things into perspective as a comparison with TRs, here are the brief descriptions from the U Drive website (www.udrivecars.com):

Austin Healey 3000: The BJ8 was the most powerful and luxurious Austin Healey with wind-up windows, a 150 bhp engine and servo-assisted brakes. Our Healey is a 1964 and was fully restored by us in 2013. The engine is a in-line 6, 2912cc and the car can achieve a max speed of 121 mph with 0-60 mph in 8.2 seconds.

Classic Porsche 911: The classic 911 has become a very sought after car, our Porsche joined the fleet in 2016; it has the iconic Flat 6 Engine, 5-speed manual RWD. 0-60 in 5.6 seconds and has been backdated giving an authentic look and feel of the awesome 1973 RS

Mitsubishi Evo VII: The Iconic Mitsubishi Evo 7 is one of the all time rally greats, An in-line 4, 16 valve turbo engine and 320 Bhp relates to a max speed of 150 Mph and 0-60 in 5.1 seconds.



THE LAVENDER RUN [HRCR tour] - Pat Glasbey writes : Forecast for weekend was sunshine and very heavy showers so decision made to take roof. ("Didn't even know you had a roof" said Paul Richardson). Don't know where the sunshine was when we left home on the Saturday but arrived at our B&B slightly damp (roof leaks) but safely. Next morning we headed for Clifford Chambers Garden Centre, just south of Stratford upon Avon for bacon rolls and our routes. The first section had been printed in kilometres but luckily a correction was provided and as a car number 3 with Paul at number 7 off we go

Considering this was a Sunday in July in a tourist hot spot we travelled on virtually traffic free roads except for horses and bikes ...but no sheep. The 130 mile route was very pretty through Warwickshire, Gloucestershire and the Cotswolds ...and although nowhere near as taxing as our Welsh runs, both Dave and I thought the navigation was hard work as we sometimes had 4 direction changes within quarter of a mile.

The coffee stop was at Halford and then on for the lunch break at Compton Verney. This is a Georgian mansion (now an art gallery) with Capability Brown landscaped grounds. We had great fun riding the "ferry" across the lake. This was a metal platform...just an inch above the water...pulled across by an elderly gentleman with a rope! We left as it started to rain, so were pleased to have the roof on.

Section 3 took us on to the Lavender Fields at Snowhill. A riot of purple fields with a very heady aroma. The last section took us past Broadway Tower (the only real traffic jam we encountered) and back to the garden centre for a 2 course meal.

Paul and Dave headed homeward whilst we headed into Stratford for a wonderful walk around in the sunshine. It had been many years since we had been here so it was great to re-visit. Another enjoyable event.



No pics easily available for this tour...so found this



WELLAND VALLEY



Welland Valley Wander

This is the only HRCR tour we can realistically do in one day. It did mean a 06.10 departure but the sun was coming up and although very cold, it promised to be a beautiful day. Paul and Dave also took part and Nick came to see us all off. The tour started at the Great Central Railway heritage station of Quorn & Woodhouse, near Loughborough. The wonderful thing about these tours is that you get to visit areas and places that probably you would never choose to go. The “Shires” are well known for The Quorn Hunt ...the most famous hunt in Britain and also the name of a well known meat substitute !?

We head off into beautiful wooded countryside known as Charnwood Forest. This includes Beacon Hill, used as a speed hill climb in the early 1900's. Quite a modest climb by today's standards but in the 1900's probably more of a challenge.

We continue south through Leicestershire, through beautiful villages and countryside. This area is overrun with manor houses and estates, many of which have public roads running through them. Rothley village is of particular note with the most expensive houses in the East Midlands.

We arrived at Frisby-on-the-Wreake. On reading the notes on our return home it transpires that this name is the Danish for Farm of the Frisians. Farmers were given a mix of poor and good land. To claim this land they dried cow pats and then flung them as far as they could at the best land. Where the pats landed was their land. The custom became obsolete ...until in 1967 the village re-introduced the tradition as a tourist attraction. In 1977, some Japanese tourists saw this and thought it would be a fun pastime in Japan and returned home and made “plastic” cow patsand a new worldwide craze began !

After a short stop for coffee we head through more estates (lots of cattle grids) for the lunch stop at Launde Abbey (a Church of England retreat) and enjoy our picnics in the estate grounds.

On departure we cross into Rutland and head through beautiful Uppingham and then along the shore of Eyebrook Reservoir. This was used by the Dambusters for their final practices.

We then continue into the Welland Valley. We cross this 3 times on the tour although at these points it is more of a brook than a river. We pass the WWII airfield of Grafton Underwood used by the USAAF for the B17 (Flying Fortresses). Many of the roads in this area have been used as Rally Routes including the RAC Rally of Great Britain. We pass Deene Park, home of the 7th Earl of Cardigan who led the Charge of the Light Brigade. This park, now open to the public, was the most congested part of the route with cars coming in and out at all angles.

We are now near Corby and pass the huge open cast iron ore quarries used by the blast furnaces of Stuart & Lloyds steelworks.....and then drive around the perimeter of Rockingham Speedway before re-entering Welland Valley to drive under the very, very impressive Welland Valley Viaductthe longest masonry viaduct in Britain.

The last few villages pass quickly for us to arrive at the historic Georgian town of Stamford. We have special parking on the meadow by the River Welland and become a tourist attraction to the many visitors. We finish with coffee and home made cake ...and then it's time to face the traffic on the A1 for the journey home.

Another marvellous tour and having done 5 HRCR tours this year we await our bronze award with great anticipation !

Pat Glasbey.





GOODWOOD TR3 - RESTORED BY "RACETORATIONS"

I first saw this TR3 in the workshop of Racetorations a couple of years ago. The main feature of this one-off special was the bespoke nose cone. It was planned for the car to make a return to racing at Goodwood as it possessed irrefutable race provenance at Goodwood in the late 1950's.

This TR3A (33DNK) was bought in 1958 by Bill De Sellincourt with the intention of racing it. Interestingly, he wanted to improve the aerodynamics by initially modifying the original steel 3A nose and later converting it to a special bespoke alloy nose cone. In a season of racing during 1959, mostly at Goodwood, it was claimed to be the fastest TR in the UK and raced mostly with Sid Hurrell in his TR3 SAH 137 and Chris Lawrence in his Morgan +4 TOK 258.

Many years later (in the 1990's) 33 DNK was discovered in a farmyard barn in south-east France by Bill Piggott (then Registrar of TR Register). Bill contacted Darryl at Racetorations and this unknown racing TR was rescued! A big thanks to Bill for saving this part of TR history, though he didn't know it at the time.

In Darryl's press statement he says: "It was a real chicken-shit special, feathers inside, engine in the boot, but it was a fundamentally good car and still had the nose cone". He also thought it was expensive and it took some time before Bill persuaded him to purchase it. Anyway he already possessed a racing TR3, the well known 600BPC.

33 DNK was intended for a back up race TR but in the event was never used. It remained under a blanket in the Racetorations' workshop until Bill Piggott happened to "unearth" it during a visit to Racetorations. Ten or more years had now passed and Bill suggested that this TR3A may have Goodwood provenance. Then a further year passed before the documental proof of it's Goodwood racing history was eventually submitted back to Darryl.

So, after many years in waiting, Racetorations have now brought the 'Goodwood TR3' back to life, knowing the detailed way they restore and improve TRs it will be even better than it was in 1958/59. The original chassis and inner tub have been retained but the nose cone and outer panels have been remade and it has been presented as near as possible to photographs taken of it racing at Goodwood in 1959.

It's likely that the TR will be displayed on the TR Register stand at the NEC in November 2017 which is appropriate not only because of its unique Goodwood race history but also because 2017 celebrates the marque 3A?

Chris Glasbey



Wheels WANTED !

Desperately seeking

...at least one standard (4.5J) steel wheel for my TR3A.

Just needs to be round and straight ... as I intend to have it powder coated with the rest before fitting new tyres.

Ideally I want to make up a spare set of four, so if anyone has a few more then I can give them a good home.

[Note : 4.5J steel wheels were originally fitted to TR2-4A (except early TR2s which had 4J) and possibly a few TR5s]

Brian Chidwick T: 01462 - 730676

*Hope someone can help.
Thanks, Brian*

