



The

# TRunnion

2017/6 November / December

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 advance ...food is excellent but they only have a small kitchen !

## Announcing the 2018 LVG Calendar ...

# World Premier Lunch Launch !

Yes, it is on the way. Its world premiere launch is scheduled to take place at the renowned public house that has no bar – The Cock Inn at Broom - on Sunday 19 November. This unique calendar will be a limited edition available only to LVG members and selected organisations associated with the LVG. **Don't miss the chance to buy this unique LVG CALENDAR**

First copies may be purchased at £5 each, with subsequent copies available at £4 each. Copies may be posted to purchasers at an additional cost of £2 per copy – please contact Phil Sanford. Payments can be made by cash or cheque made payable to 'TR Register Lea Valley Group'.



**LVG member's 1953 race car... more on page 11**

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Thanks to all contributors to this issue . Much more than a 5 minute read! Articles vary from a story about Jane the Lancaster to pics of members with their first cars. Pete Muncer continues muttering and Pierre informs us of the Kick Off Lunch which comes with an AGM course. Tales of a holiday camp on the Isle of Wight plus the full story of Triumph driving around 10 Countries!

My TR3A is currently off the road but luckily Pat and I were able to complete the last touring event of our season before troubles began. The overdrive became intermittent and then stopped working. Diagnosed to be an electrical problem, the solenoid was duly replaced but this did not resolve the issue so an oil change and filter clean were next in line, with some success! Now it was possible to press the overdrive button and half a mile further down the road it engaged. Not good news and since filings, some being brass, were found in the filters .. It was time to accept that it was in need of a gearbox overhaul. Robsport are carrying out this work and since it makes sense to change the clutch at same time, I have purchased another uprated clutch from Racetorations who last rebuilt the box as a stag-type. More news next issue...and just to say "other TR specialists are available". **Chris.**

**DEADLINE date for ARTICLES for NEXT issue : WEDNESDAY 3rd JANUARY 2018.**

Please email along with any photos to EDITOR: **chris.trunnioned@btinternet.com**

*Keep those stories coming in and as early as you can .....more photos also, finest quality appreciated. Brian will update you with additional info in between Trunnions .*

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

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

**LVG** : [www.tr-register.co.uk/group/lea-valley](http://www.tr-register.co.uk/group/lea-valley)

**Facebook** : "TR Register Lea Valley Group"

[www.facebook.com/leavalleyTR](http://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-trlv@mybtinternet.com](mailto:bjmole1-trlv@mybtinternet.com)

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## 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.**



**10 December** : Club meet @ **The Cock** from **Noon** to keep clear of the busy pre-Christmas lunch season.

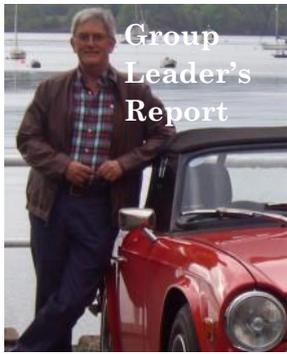
**1 Jan 2018** : TBC but possibly a New Year's Day Drive

**21 Jan: KO lunch and AGM 2017** ...Mount Pleasant Golf Club, Lower Stondon

**22 April** : **Drive-it-Day**

**5-13 June** : LVG Trip to Honfleur & Loire Valley ...this may already be fully booked but check with Phil Sanford NOW if you are interested.

**29 June—1 July: IWE** at **Lincoln**



I've cut the grass, it's raining, I've finished my job list for the day – so what to do? I suppose it's a good opportunity to summarise TR things that have happened over the past couple of months and what there is to look forward to before the year ends. I won't mention the C\*\*\*\*\*s word, as it is still a couple of months away and we haven't had either the US holiday that we have stupidly imported (aka Halloween - imagine just how bad that could be with President Trump in office!) or 5 November. Everything must take its turn.

So, what's happened? Well, I ventured to the Knebworth Classic Show on August Bank Holiday Monday and found just one other TR among the hundreds of cars. Had a chat with the owner, Derek Laws – he might find his way to one of our meetings sometime soon, who knows?

The first Thursday in September saw 6 in 3 going to see Jane. Yes, it's a bit cryptic, but you'll have to look elsewhere in TRunion to find out what it means.

The LVG had a practice trip overseas in mid-September, in preparation for the 2018 trip to France. This practice run involved a boat trip to the Isle of Wight for a long weekend to have a look at the island in general, but specifically to participate in the Isle of Wight Motor Car Extravaganza (note: not just a show!). Again, you'll have to look elsewhere in TRunion to find out what went on, but there might well be a touch of the Las Vegas in the story (what happens in Vegas, etc . . . . .).

Late September saw the LVG appearing at the Sywell Pistons and Props event. Four TRs made the trip for what could be termed a 'boys day out'. Half the group arrived with full tickets for club parking, while the other half unwittingly just followed in through the gate and ended up in the privileged 'flight line' parking area, rather than in the public parking area the other side of the road. A grand day out, encompassing burgers, beers, chips, tea, coffee, ice cream and an occasional 'comfort' call. Yes, there were some cars and aeroplanes there, as well as a fair number of people dressed up in clothes reminiscent of the 1950s and '60s. Highlights of the day (besides the victuals): watching ace mechanic Ben doing an emergency fix to a bonnet release cable and someone else having a doze in the sunshine (no name - bribe accepted!).

Then it was our final **BIG-4** of the year – the TR Trip for Tea at Ely. A 'Baldock to Café' curry to meet up for bacon butties before setting off on a Glasbey-special Tulip tour of Cambridgeshire and the Fens, ending up at the riverside in Ely. Most of us got there without difficulty but it appeared that one of the cars made a fundamental error early on and having left the car park heading in the right direction, were never seen again! I understand it was something along the lines of: 'I meant the other left 5 minutes ago'). Anyway, bribe accepted – no names mentioned. With the rest of us having arrived, there was a bit of a wait to get into the favoured tea rooms and then all was fine. Loads of tasty sandwiches, scones and cakes, very nicely presented. Here is a photo of what we couldn't eat. The menu had a huge range of different teas from which to select, but as is the wont in the LVG, some people just had to choose coffee! Again no names, as the bribe was sufficient. Actually, it's a bit like when the LVG parks its cars in a line – someone always has to find a reason to park the opposite way round from everyone else, or have their bonnet up, or both. The big antique centre next door was an attraction but by the time many of us had finished nattering, it was shut. Anyway, the weather was starting to look a bit grey and it was time to go home. Thanks to all for coming along to the final BIG-4 of 2017 – pity there weren't more to enjoy it. Special thanks to all who came from the far reaches of the LVG area, including Ian and Yvonne, Tony and Barbara and long suffering Paul and Wendy.



Interspersed in this lot were of course, our regular monthly meetings on certain Wednesdays and Sundays. These have all been very well attended, especially the Wednesday evenings – so much so, that we have decided to continue them into the winter months for as long as the interest continues. You'll have to keep an eye on emails, the LVG FB page and the LVG website to find out about meeting arrangements. While on this point, don't be afraid to try out FB and the website. It's very easy and you don't have to receive hundreds of messages from people you don't know and you don't have to tell everybody what you have just had for dinner!

So much for events in the past. For the immediate future, please note that our **Sunday meeting in December is on 10 December** and not the third Sunday. This is to avoid getting mixed up with Christmas dinner bookings at The Cock just before Christmas.

What else to report? On the technical front, Phil has been working on sorting out the rather soft suspension on his TR5. Replacing the lever arm dampers has done nothing to stiffen it up, so it looks as though attention

will be focussed on springs. Springs are normally described in terms of not only their uncompressed length but also 'spring rate'. Typical spring rate numbers range (for the TR6) from 312 to 450 for front springs and 350 to 550 for rear springs, with these numbers referring to the force needed to compress the spring by one inch. Some springs are 'progressive', where the movement is not linear over the working range. From personal experience, avoid the rates near the top of the ranges – they are really suited to smooth roads/circuits and not to your average British roads. Don't know what you've got fitted to your car? Springs are usually colour coded with one or two splashes of paint on the coil. If it hasn't worn off, note the colours and then check with suppliers to find out what you've got. For more information on IRS suspension mods, it would be worth doing an online search of the TR Action magazines on the TRR website, including Issue 262 from December 2012 (type 'affordable' into the search box and look down the list to the 6th entry). *[Late news regarding the Red Rooster: it appears that Phil's latest attempt to sort out his soft rear end (!) has shown up a problem with one of the new drive shafts. Watch this space.]*

While on the subject of rear suspension on the TR5, both Mike and Ben Aldridge have built up some expertise on trailing arms. If I'd got myself organised at the Sunday meeting in October, they might well have received the BS Trophy. As it turned out, I've still got it after Paul finished his custodianship. The only justification for keeping it is that I scratched a fingertip while replacing an indicator bulb holder – nearly causing me to lose a drop of blood. Actually, this was an interesting exercise in fault finding. The symptoms were obvious – rear indicator not working on one side. The cause was traced to the bulb holder, which had an intermittent open circuit where the copper side contact (should have been) connected to the spring clips that are used to hold it in the lamp assembly. Soldering didn't work, so a new holder was required.

From what I can gather, LVG recent weeks, although I am substantial work carried out on this elsewhere in this TRunnion,

In a future TRunnion, you may bodywork sorted out and painted. 4 areas of paint starting to bub-

going off later in November to somebody who does and who will give it a complete respray. Don't panic people, it will be staying Pimento RED, as this is a relatively uncommon Triumph colour that really must be preserved. I really don't understand why more owners don't choose it when contemplating colour changes. Before you ask, there is absolutely no correlation between the aforementioned bribes and the respray!

Well done if you've got this far. PLEASE take the time to check out the article advising you of the details about the AGM and the Kick-Off Lunch. No excuse for not turning up this time as we have avoided the clash with Stoneleigh!

**Frivolous moment.** Now, those of you who have managed to read all of my two previous GL articles will have noticed my invitation to spend a few minutes solving some brain teasers, one involving boats and the other sugar cubes. Sadly, just two people have offered solutions. If there had been a prize, it would have gone to Tim Hunt, who was correct with one puzzle and would have been correct with the other except for a relatively simple arithmetic error (a plus sign in place of a minus sign). The answers? In the first one, the blue boat wins by about 12 seconds, with the margin getting bigger until the river flow equals the max boat speed, at which point neither boat can complete its journey. In the second, the answer is 488 cubes.

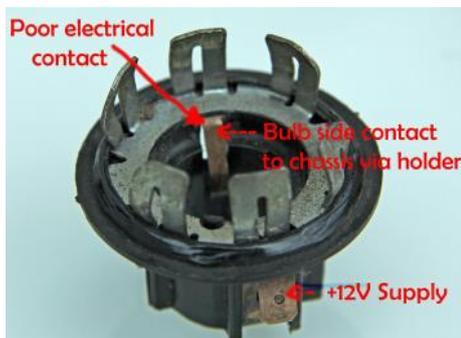
This time, the poser involves words rather than requiring some knowledge of numbers and is pretty simple. Asterisks replace letters in these two words, where the spelling is identical except for the extra letter given in the second word. The question is simple: what are the two words?

\* \* \* \* (shape)

\* \* \* U \* (gathering)

Hopefully, this challenge is not too taxing and more people will come forward with the solution. In fact, it is so simple that here is another for you to consider: what is the link between Julian, Timmy, Ann, George and Dick, and how does it relate to the contents of this edition of TRunnion?

*Pierre .*



Yes, it's the time of the year when these abbreviations start showing on the calendar. Check out your calendar and if you've been paying attention, you will see them noted against Sunday 21 January 2018. These are of course, the 2017 Annual General Meeting and the 2018 Kick-Off Lunch, taking place at the Mount **LVG AGM and KOL at the MPGC** Pleasant Golf Centre at Lower Stondon.



Every year, we have an AGM when you hear brief summaries of the group's activities throughout the year and how our funds are standing. We then get to a good bit – handing out the annual awards for contributions to the group's activities and for the best car to join the group in 2017. After that, we have the serious stuff of electing the group committee, who then get to outline some of the plans in place for 2018. Finally, there is the 'AOB'. If there is something else that you feel really ought to be discussed at the AGM under 'AOB', please let me know before the end of 2017. The calling notice and draft agenda can be seen below.

Your part in the AGM? Turn up, have a free cup of coffee or tea, and listen. Perhaps you want to do more by joining the committee? If so, let me know at least a couple of weeks before the AGM.



You may remember that last year, the venue for our KOL had to be changed at the 11<sup>th</sup> hour to one that turned out to be 'OK', whereas the Mount Pleasant Golf Centre used for our AGM was considered by just about everyone to be pretty good, probably helped by the excellent buffet lunch. We have decided therefore, that this year we would combine the two events and return to Mt Pleasant.

The KOL will follow on from the AGM, with all LVG members, partners, etc being invited to come along. Once the menus are available from Mt Pleasant, bookings will be taken and you will be asked to make your selections and pay in advance (before you spend all your money at Christmas!). What we do know right now is that the LVG will be subsidising the meals, resulting in offering you 2 courses plus tea/coffee for £12, and 3 courses plus tea/coffee for £18.



A really nice touch from the GC management is that we have been given permission to park our TRs on the grass in front of the main building. So, a special effort is required from all of you who attend to PLEASE park your TRs in an orderly fashion and not in the haphazard fashion that seems to be a trademark of the LVG.

**Pierre Miles**

**TRR LEA VALLEY GROUP**  
**2017 Annual General Meeting**  
**Sunday 21 January 2018**

**CALLING NOTICE: 2017 Annual General Meeting**

LVG Members are invited to attend the AGM to be held at the Mount Pleasant Golf Centre, Lower Stondon on 21 January 2018, starting at noon. Please remember to bring along your TRR membership cards

The draft agenda is as follows:

Apologies for Absence

- 1 Review of minutes of AGM held 19 February 2017
- 2 Group Leader's Report
- 3 Treasurer's Report
- 4 Group Awards
  - a. The Bent Con Rod – Award for Contribution
  - b. The Best Newcomer Car Award
- 5 Election of Officers and Committee
- 6 Plans for 2018
- 7 AOB

The Kick-Off Lunch will follow on after the AGM has been closed.



Note the sandwiches have mostly been consumed before Pierre took these images .....

Its all about the afternoon TEA. We all had the "Full Monte". Those not in the picture included Pierre, Tony, Barbara plus Mike and Colleen.



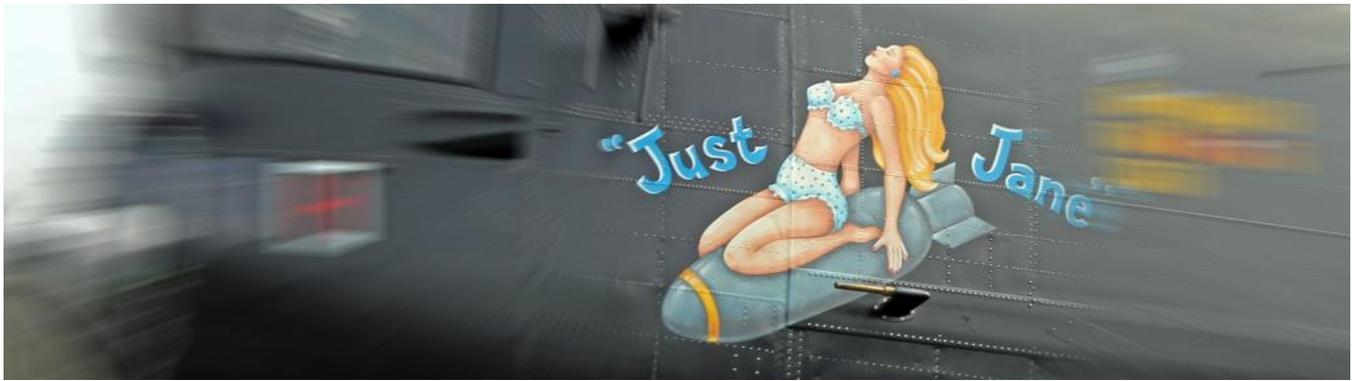
Yummy  
TEA  
@  
ELY

The LVG social event was all about driving by a suggested route or not .....to arrive at a famous tea emporium called "Peacocks"



A sunny start .....then the tap turned on for Paul & Wendy .....enjoying their scenic drive on the HRCR "Regis Tap" tour





Yes, this is the story of how 6 went in 3 to see Jane, way back in September – and no, it's not written by Enid Blyton!

It started off with an LVG visit to an evening meeting of our neighbours, the Camb Followers. That in itself might be worthy of an article, especially given the road closures experienced on the way home at a time we would probably preferred to be tucked up at home with a cocoa. Anyway, (in the best tradition of Ronnie Corbett) I digress. In essence, it was mentioned that the CFs had planned a trip to Lincolnshire to visit East Kirkby, home of an Avro Lancaster called Just Jane. Not only is this aircraft fairly complete but it is capable of running up all of its Merlin engines and taxiing. This was enough of an incentive for several LVGers to ask to tag along on the trip.

True to TRR tradition, the number of LVG participants dwindled down to a hardy 3 couples who congregated at the Peterborough Services for a comfort break before heading into the flatlands. With just a minor hiccup in route planning, we met the CFs at Baston, when it appeared they also experienced the dwindling numbers tradition. The 'curry' to East Kirkby was a pleasant drive with a real mix of traffic conditions ranging from wide clear roads to windy roads following huge tractors and trailers.

The 6 cars arrived at a perfect time to buy tea and cake before sitting down to see the first engine run of the day. The engines were started one at a time, with a small cloud of smoke each time, and the noise level rose enough to inhibit conversation. After a brief period of warming up the engines, the taxi run began, leaving the dispersal apron and out onto the airfield for 10-15 minutes of taxiing on the grass before returning to the apron.

One of the attractions of this event is that if you want to pay some money, you can book to get into the aircraft for a guided tour and then get to sit in it throughout the engine run and taxi onto the airfield. Combined with refreshments and a really nice lunch, this would make a really good present to give to anyone who has any interest whatsoever in aviation.

This Lancaster was built in 1945 and stored until 1952 when it was sold to France for use as in maritime patrol and air-sea rescue duties until 1964. It was then given to the UK Historic Aircraft Preservation Society, overhauled in Australia and returned to the UK. It languished in various places, including 10 years as a gate guard at RAF Scampton, before being bought in 1983 by Fred and Harold Panton, in commemoration of their brother killed on a bombing mission in WW2. Since then, a lot of time, money and effort have been used to bring the aircraft up to its current standard. You may have noticed that in addition to its registration number of NX611, it carries squadron identity markings on each side of the fuselage – and unusually are different on each side, being DX-F and LE-H. The DX and LE are the squadron identities of the two squadrons that operated from East Kirkby in WW2, while F and H refer to Fred and Harold. The 'Just Jane' graphic is typical of the WW2 era but as for the mission markings, well that is another story.

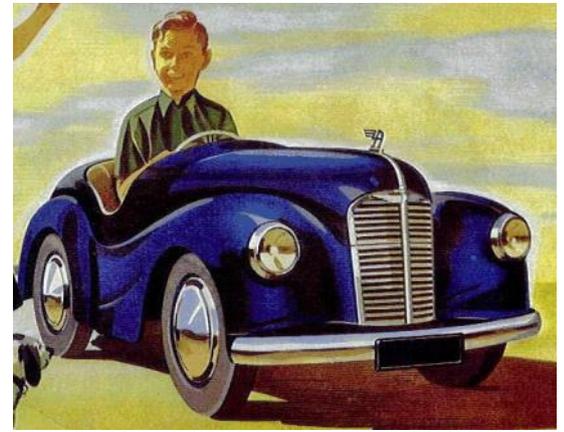
So, with this superb aircraft back in its parking place, we get to the highlight of the whole jaunt, which was to jump into the TRs and drive onto the airfield to park in front of the Lancaster. After a little bit of 'left hand down a bit' directions, we managed to get the cars in a reasonably straight line; well it was actually an extremely good straight line by LVG standards! Having a line of TRs in front of this aircraft was a really great thing to do and attracted the attention of many of the visitors. Many photographs were taken of course, including by the visitors, such that I'm sure we must appear in many Facebook, Twitter or whatever messages around the world, judging by the level of interest shown. The cars were left there for the best part of 2 hours, before the afternoon group of visitors arrived for their Lancaster engine run and taxi ride.

This break gave us the opportunity to explore the other attractions. For instance, the airfield includes a hangar containing many aviation artefacts from the Second World War, including wreckage from crashed aircraft and several really old vehicles. Besides looking at the equipment fitted to WW2 aircraft, I particularly liked the renovation work being done on a night fighter Mosquito and the sight of two LVGers coping with getting in and out of the small access hatch to a Canberra cockpit.

After watching the second run of the day, we all drove off to a really nice pub at Woodhall Spa for an excellent lunch and chat before dispersing. Phil and Sharon went off home, Mike and Chris went west looking for TR bits, while Pat and I had a look around the town before wending our way south through occasional showers.

What a great day this was and a real pity that work commitments and illness prevented more people from enjoying a decent TR drive and event. None of it would have happened without the CFs initiating it and arranging the photo shoot in front of Jane. Very many thanks to all. *Pierre .*





## Goodwood Revival - Pedal Power

If you were lucky enough to have a pedal car as your first vehicle, then it may well have been an **Austin J40** and thoughts of these cars are encouraged by the close racing that still features today at Goodwood.

**Austin Motor Company Ltd** made these cars. Available models were the Junior Forty (J40) and the Pathfinder. The J40 Roadster was based on the 1948 A40 Devon and Dorset. The Pathfinder Special was based on the Jamieson OHV 750 Austin Seven racing car of the 1930's.

Quoting from the sales brochure for the Austin J40 : *Austin J40 cars are made in a specially constructed factory at Bargoed in South Wales. Here, in good conditions with the guidance of an experienced rehabilitation officer and under the supervision of a doctor, disabled Welsh miners are able to find a new interest in life and do a job of work that is both useful and congenial. There are employment facilities at this factory for 250 men.*

The factory opened in July 1949. It was paid for by Government funds and run on a not-for-profit basis ...and purely for the employment of the disabled coal miners.

Production started with the Pathfinder and it was planned to build 250 a week but this figure was never reached. After a year the Pathfinder was dropped and was replaced by the J40 in 1950. The cars were made from scrap off-cuts of metal from the Austin car factory at Longbridge. They were built and painted the same way as the motor cars themselves.

The J40 was built to a high standard and was probably the best pedal car on the market at the time. It featured real working headlights and horn, detachable wheels with Dunlop tyres, a realistic looking fascia panel and leather cloth seats. It had an opening bonnet and boot plus chrome bumpers, hub caps, grille and boot handle..

The J40 sold for £27.00 plus £6 purchase tax. It was aimed mainly at the American market but was also exported to Denmark and Canada. Eventually these pedal cars were sold all over the world.

The Austin pedal cars were used to teach road safety to school children and appeared in many road safety films. Pedal cars were fitted to roundabouts at fairs .....these cars had two steering wheels and no pedals. Some were single-mounted on coin operated rides. Some pedal cars were later converted to gas engine power !! Some of the gas-powered cars had the bodies "stretched" to make room for taller drivers.

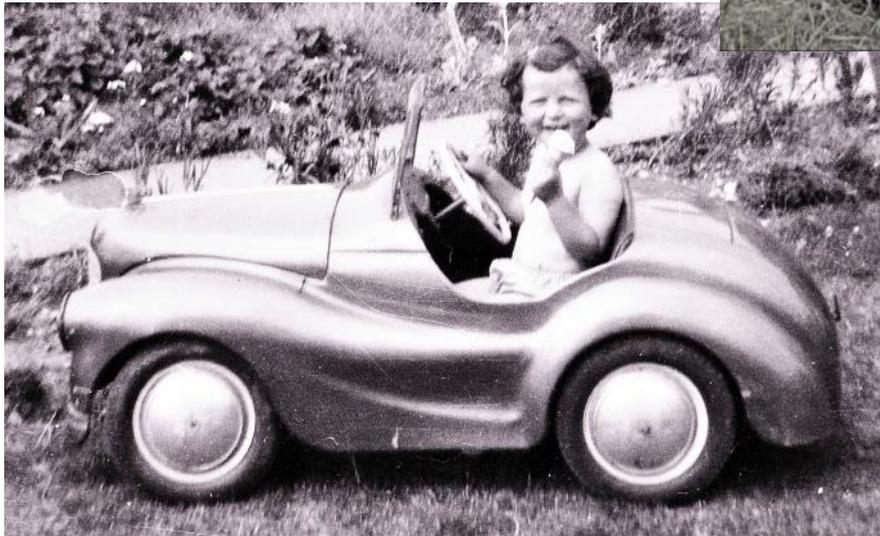
**There was a total production of 32,098 Austin J40 cars.** Production stopped in September 1971

The factory was later used to make parts for the 'A' series engines. The Bargoed Plant closed down on 30 April, 1999 ....when 'A' series rocker covers were still being produced alongside other small pressings for Rover Group .

# My first Car oooo

Not only Austin J40 ....the story expands .....

Tony Bannard-Smith says : “Nice idea! I’ll get my 95 year old mother on the task” He did and Tony reports that he did have a J40 but no pic can be found ....however he did first qualify in this “special” ....car number 6 ->



The J40 here I am told is green and the girl driving it with one hand whilst holding a cornet is Pat (my wife to be) ....just a few years before we met!



John Richardson (left) .....A photo of me in 1956 , with spanner in hand ....working on my first car !  
Some things never change.

2 pics below of a restored Austin J40 .....spotted at Silverstone by Mike Aldridge ...along with other LVG friends: Nick, Phil and Paul ....



# The Mutterings of Muncer



## MUNCER'S MUTTERINGS

### (Or, the Advantages of TR Register membership in the Isle of Wight)

Regular readers of these ramblings will recall that my TR4A has had a few reliability issues this year – condenser failure, broken coil/distributor lead, choke sticking open, as well as the on-going fuel evaporation situation (only to be expected from a “rolling restoration” I suppose). You will note that these were relatively minor problems, not requiring significant expense to correct, but enough to spoil your day – so read on.....

The major event in September of course was the invasion of the Isle of Wight for the Ryde Classic Extravaganza – this was deemed to be of such importance that a two-pronged expedition was mounted, with the LVG contingent led by GL Pierre, based in the Warner's hotel in Bembridge, while yours truly was with the CACCC party at the Bourne Hall Country Hotel in Shanklin. Sue & I had a good run down to Lymington in the TR on the Friday, meeting up with most of our group at the ferry terminal. It is only a short crossing to Yarmouth, so it wasn't long before we were called back to the car deck to collect our cars, at which point a fairly strong smell of petrol was noted – however, there were no apparent problems with any of the cars, so a 20-mile run across the Island soon took us to our hotel. The hotel car park was on the small side and rather crowded, with our 13 CACCC cars, plus a similar number of Aston Martins - mostly modern DB7's or DB9's, but including a gorgeous 1954 DB2/4 fitted with a one-off streamlined nose section (somewhat like an E-type), built originally for competition purposes. In our group was a superb MGA Twin-Cam coupe, with what I believe to be a unique modification (see photos).

An excellent dinner in the hotel, followed by the inevitable session of libations in the bar, surprisingly saw me up and about bright and early on Saturday morning, and off to the car park to fit the rally plate. Now, some of you may have guessed where this is all going – yes, as I approached my TR the smell of petrol became stronger – a large pool of petrol was obvious on the gravel under the passenger door (expletives deleted here). At this point, advantage number 1 of membership of the TR Register became apparent – Mike Mercer-Deadman of North London Group was in our party and immediately came to assist. A brief exploration of the underside of the car confirmed a steady dripping of fuel from the pipe running from tank to pump, and it was obvious that garage facilities were needed to sort the problem. Now advantage number 2 kicked in – Mike knew of a Register member who lived in Newport IoW, and was soon in contact with him via his Star Trek communicator device. Pinky (and I don't know why he is so called) was displaying his TR3A at the Newport show that day, and readily agreed for us to make use of his excellent garage (advantage no. 3).

A cautious drive to Newport to meet up with Pinky and his mate Martin, soon saw the car positioned over the pit installed in Pinky's impressive establishment (can hardly call it a mere garage), and after a few minutes the precise location of the 'ole in the pipe established. Clearly the faulty section of metal pipe had to be cut out, and a replacement section of fuel hose fitted. Now to advantage no. 4 – having explained and shown me precisely how he intended to perform the operation, Pinky then relegated Mike and me to a spectator role while he and Martin got on with the job. The first requirement was to drain the tank of three gallons of fuel – even a technical moron like me realised that cutting through a metal pipe containing petrol with a metal blade probably was not advisable. Pinky then produced several plastic fuel cans (advantage no. 5), and the tank was emptied by disconnecting the pipe at a point before the 'ole. Then it was only a few minutes job to cut out the faulty section and fit the replacement hose section – after which the tank was refilled and final checks made. Then into the kitchen for cups of tea and coffee (advantage no.6) – Pinky and Martin declined my invitation to a local hostelry as they wanted to get back to the Newport show, so my only expenditure incurred was the cost of four ice-

creams at the show (advantage no. 7) – I would have been happy to pay full garage rates for a tricky and potentially hazardous job, which got me back on the road within a couple of hours.

After this little drama, attendance at the Ryde Classic Extravaganza on the Sunday was a bit of an anti-climax. There were hundreds of assorted classic cars crammed into the Ryde Esplanade area, with the LVG party parked close to where the CACCC cars were just fitted in. The mandatory tour of inspection of all the cars on display followed, but we didn't find GL Pierre & co. at any point – however, my better half & Mike's wife Brenda did come across Pinky, so Sue was able to add her thanks for his efforts on the previous day. Meanwhile after surveying hundreds of cars, Mike, John Tibble (founder of Tibbles Tour and former landlord of the Carpenters Arms) and I, decided that some refreshment was needed, and found a pub full of character in a back street (the Simeon Arms if you are in Ryde at some point) – Mr. Tibble was keen to sample a specific IoW beer, so pints of Goddard's were sampled. We were then contacted by our better halves demanding lunch, so the local Wetherspoon's provided burgers & drinks for six for the sum of just £40.

Monday saw our return to the mainland, so Sue and I briefly had a look at Ventnor, before taking the picturesque Military Road along the south coast of the Island back to the ferry at Yarmouth. We then had a short drive to visit our family in Christchurch, before a trouble-free run home via Salisbury on Tuesday (even the M25 was jam-free).

So, what was the cause of the fuel leak drama? Where the metal fuel pipe passes through a part of the chassis frame, a grommet or some lagging was missing, the pipe obviously had been hitting against the frame, and eventually the tiniest of cracks resulted. Pinky also reckoned that the pipe was not the correct shape – it should have an S-bend instead of being straight, so maybe that put the pipe under stress as well. So, some lagging around the fuel and brake pipes is the next modification required – also I need to trust my nose and not just ignore a faint whiff of petrol when I open the garage door!

Finally, my very grateful thanks go to Pinky, Martin and Mike for getting me out of a tricky situation, and enabling us to enjoy the weekend.

*Pete Muncer*

P.S. It was a mixed weekend for the Triumph marque in the CACCC group, as the Stag of John Tarbox (newly back on the road after 3 years – the car that is, not John!) suffered fuel pump failure on the M25 (lane 4) on the run home – anybody experience delays (more than usual, anyway) on Wednesday Sep. 20<sup>th</sup> about 7pm on the M25 clockwise near Heathrow?

P.P.S. I attach a couple of photos taken at our hotel of the MGA Twin Cam – your Editor now awaits pictorial evidence of a TR with similar load capability.

P.P.P.S. Clearly the wind was blowing in the wrong direction (or possibly the right direction), as we heard no evidence of the LVG contingent's karaoke session in Bembridge.



## A FEW MORE MUTTERINGS

### (Or, Portuguese Ponderings)



Regular readers of TRunnion may recall that earlier this year, I had the opportunity to visit JB Engineering, based in Welwyn Garden City, who prepare several historic race cars, mainly Morgans, but including a Cooper King Cobra and a Lola Mk. 1 (there is a link to TR's here, as the Morgans use the 4-cylinder Triumph engine, but obviously modified for racing). For the last few years, a group of us have visited the Algarve Historic Festival based at the Portimao circuit, but this year for a change, we went to the Estoril Festival, near Lisbon. The Estoril circuit is older than Portimao, having been built in the early 1970's, and this showed a bit, but Portimao's layout is remarkably similar to Estoril. The advantage of Estoril is that there is a good viewing area on top of the pit complex, so you can see much of the pit activity from above.



We met up with the JB team in their pit garage, just after Billy Bellinger had been out to practice in the Morgan Plus 4 SLR (this is the Morgan with the aerodynamic body). What we wanted to see in action was the Cooper King Cobra – to remind you, this is the 1963 Cooper Monaco sports car, modified by Carrol Shelby of Cobra fame, to take a 4.7 litre Ford V8, producing 500 bhp. I was a bit surprised that the Cooper was not quicker in a straight line (149mph compared with 125 for the Morgan), although Billy was exploring all the track on the corners – he still managed to be 3 seconds/lap quicker than his co-driver (and car owner!) though. Anyway the team had a productive weekend, winning their class with both the Morgan and the Cooper. The following weekend they were going to be in action again at Portimao, with the little Lola (1220cc Climax engine).

Next year we are thinking about attending both Estoril and Portimao, with a few days in the Algarve between the two events. Both circuits allow local car clubs to have some laps in the lunch interval – hmmm, I see that there is a Register group in Portugal – I wonder?

Attached are a couple of snaps of the Cooper at rest in the pits.

*Pete Muncer*



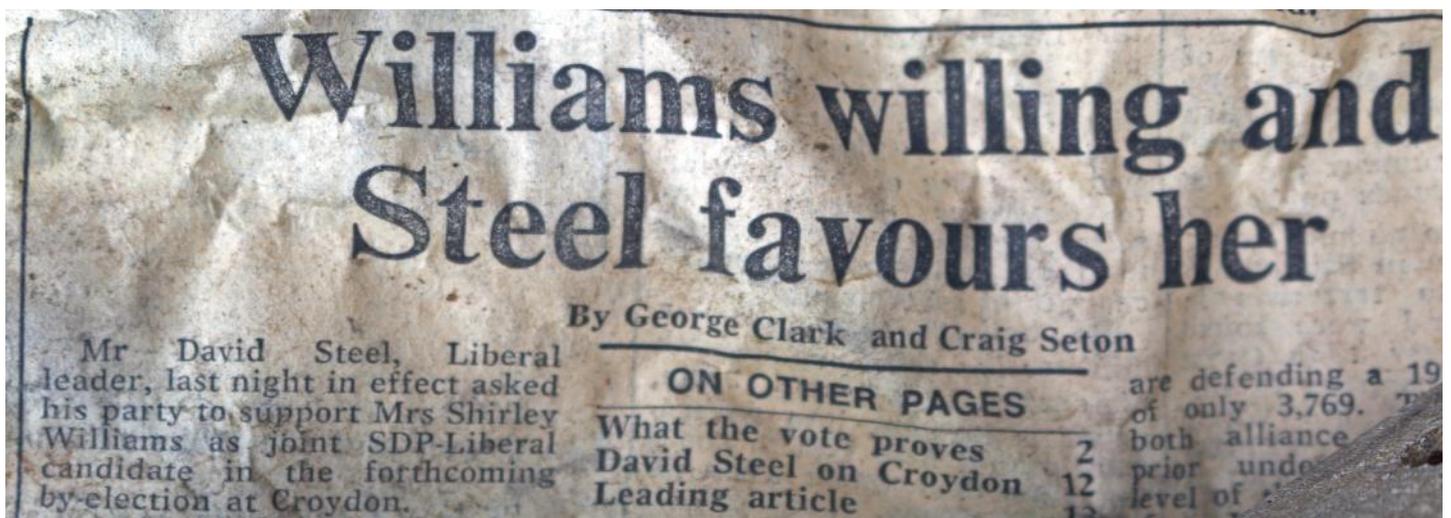
Saturday July 18 1981  
No 60,983  
Price twenty pence

*Forgotten in Loft since 1981*

26 October 2017 .... I decide it is time to inspect the boxes of TR bits that have remained in the Garage Loft for the last 30 years and several store rooms before that. Amongst other finds, I pulled out a dusty box with something wrapped in newspaper, the Times no less. I have a new set of Mintex brake shoes (July 1981) but I haven't a clue why they were never fitted. 10" drums ....IF you would like them , send me an email ..... Chris (Editor)



Before wrapping the brake shoes back in the paper ...I guessed you would like to see a few headlines



# Tighter law on labelling of processed ham

By Hugh Clayton  
Agriculture Correspondent

Government plans to make food companies state how much water they inject into ham were announced yesterday. Mr John Bamford, head of food standards at the Ministry of Agriculture, Fisheries and Food, said in a letter to companies and local councils that ham with more than 23 per cent added water should be described on its label as "processed ham".



**Lost Brakes**  
**1981 wrap...**



The Queen and the Duke of Edinburgh in Hull yesterday.

## The Queen praises new bridge

From Our Correspondent, Hull

The Queen yesterday described the Humber bridge as "a splendid advertisement for British engineering". She said, as she officially opened the bridge, that she would be able to look back with pride on a hat-trick of spectacular proportions since she had opened the suspension bridges over the Forth and the Severn.

If the removal of frustration in travel was as vital as she believed, the Queen said, Humber must be a and of opportunity, and she had every confidence that there were many waiting to grasp it. The Humber bridge is the longest single span suspension bridge in the world at 4,625ft has cost £91m.

More than a hundred Humber working boats and private yachts, led by Royal Navy auxiliary vessels, sailed under the bridge and the Red Arrow, the Royal Air Force aerobatic team, gave a fly-past salute.

## RAF jet crashes near school

An RAF jet fighter crashed into a field near Malvern only a few hundred yards from an infants' school yesterday afternoon.

The Jaguar ground attack and reconnaissance aircraft plunged into a field near the Three Counties show ground shortly after taking off from RAF Abingdon, Oxfordshire, where maintenance mechanics had been working on it.

The pilot, a flight lieutenant, was taking the aircraft for a test run. He ejected and was taken to hospital with a suspected broken leg and cuts and bruises. His condition was satisfactory.

The RAF said the flight was routine and the pilot was

## Five go to the Isle of Wight ...

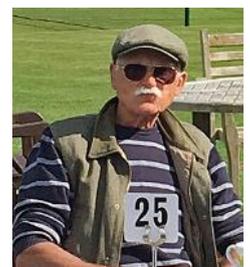
This is the tale of the 5 intrepid TRs on the Isle of Wight and the adventures and scrapes they got up too.

The Carpenters Arms Classic Car Club extended an invitation for the LVG to join them in a TRip to attend the IoW Classic Car Extravaganza in September. By the time we had sorted out who wanted to go all their spare hotel places had gone. Not to be daunted our leader, Pierre, decided we would go ahead with our adventure and arranged for an alternative hotel. So it was that 5 TRs made their way to Portsmouth on Friday the 15<sup>th</sup> September, stopping for a light lunch at a hostelry, the Red Lion in Southwick. This had been arranged by Paul who had set off a day early to check out the lay of the land. We were joined here by Pete and Kate Hennell from the TSSC in their Vitesse. After lashings of cakes, sandwiches and fizzy pop we then made our way to the ferry.

A long wait ensued after our arrival at the port as the previous week a ferry had caught fire and they were now running a reduced service. It did give us time to look at the various classics that were making their way to the Extravaganza. There were several big American cars but nothing as good as a TR. Once onboard there was barely time for a cup of tea and we were disembarking and on our way to the Warner Hotel in Bembridge with Pierre leading the way. For those of us who had not driven on the IoW the roads were a revelation. They varied from a mass of pot holes and ruts to billiard table smooth, nearly all of them were very twisty giving us an exhilarating drive, what fun!

At the hotel the receptionist greeted us with a cheery “Hi de Hi”, Sharon fell into a near faint, thinking we had somehow managed to travel back in time to Maplin’s holiday camp. Luckily the quick administration of smelling salts had her back on her feet, and in a flash, she was heading for the door just in case anyone started playing the Birdie Song. We managed to convince her that all was not as it seemed and that in fact it was a very nice hotel, which it did prove to be. We felt just like youngsters again as our arrival had lowered the average age of the guests by a third. We quickly settled in and after “one or two light libations” followed by dinner and further “light libations” the chaps narrowly avoided being dragged onto the dance floor, what rotters we were spoiling the ladies fun.

Saturday saw our leader setting off round the island in an anti-clockwise direction whilst the rest of us set off clockwise. We managed to keep to the now legendary LVG tradition of fitting in a tour of a housing estate and three point turns before eventually finding our way back onto the prescribed route, stopping off at a delightful café overlooking the sea. After tea and cake we pressed on to the Needles. It was here that Nick and Jo decided to go off on an adventure of their own and trek to see the actual Needles in all their glory. The rest of our little band set off to Osbourne House to see the Victoria and Abdul exhibition. On the way the need for petrol arose which saw us all going off in different directions but somehow ending up at the same place. The price of petrol on the IoW is eye watering, so a lesson learned, fill up on the mainland!



Saturday evening saw the 5 gather together for the inaugural LVG Snooker Championship. The cues were last used on the Pink Panther film and still banana shaped, well that was our excuse for the standard of play. The reds went down in quick order, in just under the hour to be accurate, with the colours taking slightly less time. Mike was top scorer for both teams giving away nearly as many as he scored, such a gentleman! Mike and Nick managed to beat Phil and Pierre into a close second place lifting the coveted, imaginary, LVG trophy. It is best to draw a veil over what happened later as the ladies plied us with drinks and coerced us chaps onto the dance floor. Mike's take on Chubby Checker was truly impressive, a video of this is available for a small fee.

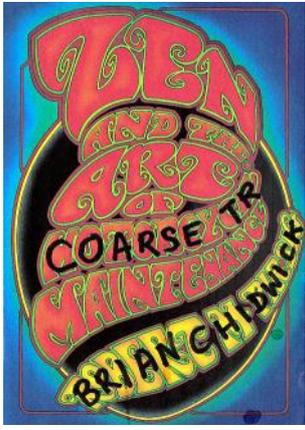
Sunday dawned with grey skies and did not look very welcoming at all. Undeterred we set off to arrive in Ryde at the allotted time, only to find that we were among the last to arrive. We were slotted in by the sea wall with Paul turning his car around to face the other way to ensure he could make a quick getaway if the need arose. A picture of this made its way onto Facebook via a well-known publication, the LVG banner yet again receiving a prominent position. The weather was grim but we are used to facing adversity, so we spent a couple of hours in a café keeping out of the wind. Meanwhile the ladies having more common sense headed for the shops! It was whilst at the café we managed to make contact with Pinky White who is the local TRR leader for the IoW. A thoroughly "good egg" he had furnished us with all sorts of information before we had set off and was a mine of information on the local goings on.

We did manage to peruse the hundreds of cars along the sea front and catch up with some of the members of the Carpenters Arms CC. The sun came out and some of our younger members even managed a frolic on the beach, well more of a stroll really. The afternoon was rounded off with a walk to the end of the pier. Then it was all back to the hotel for more food and entertainment.

The evening saw a return match of the snooker championship with revised teams, Paul assured us he was a match for Cool Hand Luke so Mike and I put him on our team. It did not quite go to plan and ended with Nick and Pierre taking the trophy albeit with Mike doing a fair bit of scoring for both teams again. Despite Paul playing a blinder, he could not quite compensate for my wayward shots, it looks a piece of cake on the telly. Again, we were plied with drink and lured onto the dance floor, snake hips does not quite describe it, but you get the picture.

Monday's drive to the ferry saw us all going off in various directions with some visiting a local windmill to get a few atmospheric shots for the calendar. I was "persuaded" to visit a local glass shop and Mike and Chris set off in search of a pottery. By some small miracle we all arrived at the ferry within a couple of minutes of each other only to be told the ferry was delayed again by an hour. It was the last hiccup we had but we all made it safely home after a thoroughly enjoyable and entertaining long weekend and looking forward to our next adventure. Thanks, must go to Pierre for organising the TRip and putting up with the jokes about the colour of his car. **Phil .**





Having vacated the TRunion Editorial hot-seat, I decided to begin writing an occasional series of articles describing some of my own amateur attempts to maintain my own TRs. I originally thought of calling it '*The Art of Coarse TR Maintenance - Forty Years On*'. Pierre may well recognise the significance of the '*Forty Years On*' part but only those who have been in the TR Register for a few decades are likely to remember various magazine and newsletter articles describing how to keep a TR on the road with minimal tools, skills or facilities. Some of us are still doing so and although we may have slightly more extensive toolkits and no longer have to work on cars at the roadside, the principles remain the same and big hammers, chisels, Mole-grips, etc are still indispensable. However, I realised that it is rather more than forty years since I embarked on '*coarse TR maintenance*' and approaching half a century since I mutilated my first vehicles (250cc Royal Enfield Crusader Sports motorcycle, Standard Super 10 and Spitfire 4), learning everything from the hand-

books and Haynes manuals before graduating to TRs. So, in search of an alternative title, I remembered Robert M. Pirsig's book, '*Zen and the Art of Motorcycle Maintenance*' which I read in those early, oily days and realised that there is a connection between the theme of the book and today's TR and classic car owners.

*From Wikipedia:*

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*In the book, the Narrator describes the "Romantic" approach to life of his friend, John Sutherland, who chooses not to learn how to maintain his expensive new motorcycle. John simply hopes for the best with his bike, and when problems do occur he often becomes frustrated and is forced to rely on professional mechanics to repair it. In contrast, the "classical" Narrator has an older motorcycle which he is usually able to diagnose and repair himself through the use of rational problem solving skills.*

*In an example of the classical approach, Pirsig explains to the reader that one must pay continual attention: when the Narrator and his friends came into Miles City, Montan he notices that the "engine idle is loping a little," a possible indication that the fuel/air mixture is too ric. The next day he is thinking of this as he is going through his ritual to adjust the valves on his cycle's engine. During the adjustment, he notes that both spark plug are black, confirming a rich mixture. He recognizes that the higher elevation is causing the engine to run rich. The narrator rectifies this by installing new jet with the valve adjusted, and the engine runs well again.*

*With this, the book details two types of personalities: those who are interested mostly in gestalt (romantic viewpoints, such as Zen, focused on being "In the moment", and not on rational analysis), and those who seek to know the details, understand the inner workings, and master the mechanics (classic viewpoints with application of rational analysis, vis-a-vis motorcycle maintenance) and so on.*

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It's not an easy read and has very little to do with actual mechanics or engineering and more about the meaning of life, but I have recently bought a new copy of the book and it's no easier 40 years on. However, the point of this series of articles is that from talking to LVG members and other classic car owners that have acquired their cars more recently, it is apparent that many have been used to modern cars, either personally-owned or company vehicles, which were simply serviced and maintained by garages. For those not used to working on their cars, the prospect of tackling even basic maintenance tasks on what is nowadays a fairly valuable asset, is daunting and they feel safer putting it in the hands of the professionals. TRs and most other classic cars are quite basic and on the basis that if I can do it, then anyone can do it, I hope to show that there is much that can be done with minimal tools and facilities, not only to save money, but to more fully enjoy owning a piece of motoring history, hands-on and dirty-fingernail-style.

## **Chapter 1 - Getting Off the Ground**

I had originally planned on starting with one of the more daunting (but actually not difficult) tasks of gearbox removal and replacement. However, since TRunionEd has raised the question of "*How high do you jack up your TR?*", I guess that is a good place to start. A number of alternative titles were considered for this chapter, based on the terminology in the question but these were discarded due to containing simply too many potentially dodgy *double entendres* and slang meanings from the urban dictionary. I'm sure there will be lots of responses to Chris's question and I know that whilst some of our members have pits, scissor-lifts, etc., many will be like me and reliant on basic trolley, bottle or scissor jacks, ramps and axle stands. However, as with most tools in life, it's not what you use, but how you use it, and safety is the major priority, both for your car and your health, so here are my ground rules.

(Usual disclaimer - "...no legal liability of any sort is accepted in respect thereof by the club, company, or its servants...").

One of the most frequently asked questions from new owners on the TR Register Forum concerns how and where to jack up a TR, so as this will be very much a 'Noddy' guide, most of you can immediately skip to something far more interesting in TRunnion.

First of all, a few vital safety rules:

1. Regardless of how many wheels I am removing or what supports I am using, I always chock the remaining wheels and put the removed wheel(s) under the chassis so that if the car falls it won't go all the way to the floor, damaging the car or whatever part of my anatomy happens to underneath at the time.
2. Never rely on a hydraulic jack for anything other than initially raising the car off the ground. Always put in a strong support such as an axle stand or heavy block of timber and then release the jack's hydraulic pressure.
3. Do not use a scissor jack beyond its halfway point. These are fine for a short lift to remove a wheel but most are too flimsy to support a lot of weight and can easily topple when raised high. However, they do have other uses as I will doubtless mention in subsequent chapters, so well worth carrying one in the car and having a few in the garage.

Whenever I am removing a single wheel, I always jack under the chassis side member as near as possible to the A/B-post, preferably with a trolley jack which is much easier to use than a scissor jack (although I know Pierre has an electric scissor jack which seems a really good future investment for carrying in the car).

To jack the front only, I use a trolley jack under the front chassis cross-member (not the radiator shield!). If only raising high enough to remove the wheels for greasing, wheel bearing or brake servicing/adjustment, etc., it's OK to use one jack in the centre and then put in axle stands under each chassis side rail, below the wishbone. When raising higher, it's safer to use two jacks to prevent wobble. To avoid damage to the chassis, it's best to use a piece of wood on top of any jack or axle stand. The pieces I use have lengths of batten attached and off-cuts of ribbed rubber mat on top, otherwise the wood can slip out once you start working on the car with enthusiasm - don't ask how I found out.

When jacking the rear only to remove the wheels, I use a trolley jack under the diff (as recommended in the workshop manuals) and slip in axle stands, either under the rear axle tubes (non-IRS cars only) or under each side chassis member near the B-posts. I remember being warned many years ago that jacking under the diff or the axle tubes can cause stresses leading to leaks but so far I've been lucky and can see no easier way to jack up the rear other than...

...If I need the whole car lifted, then I use both the above to get the car high enough to either put in 4 axle stands if the wheels are off or slip in a ramp under each wheel. I then use jacks under the chassis side members as near as possible to the A and B-posts. This minimises the risk of distortion of the car which can prevent opening and closing of the doors. For this reason, I also prefer to position axle stands at these points. One other lesson learned about using ramps is to face them in opposite directions to prevent roll-back. Obviously if you have driven the car onto the ramps, this will require a little extra work but may prove worthwhile. Depending on how low the car's suspension is, you may find that once you have one end raised, the other is too low to get a trolley jack in, so it may be easier to start lifting that end with jacks under the chassis side members.

Whilst this does take a bit of time, it isn't too difficult and only requires basic equipment. Getting the car high enough to crawl under is not so easy and it's at times like this that I regret not having invested in more suitable lifting equipment, rather than having to progressively raise the height by standing jacks and axle stands on heavy timbers. When raising the car high enough to work safely and in (at best) moderate comfort, extra supports are essential. It is so easy to inadvertently nudge a support whilst hammering at a recalcitrant bolt or wrestling with an immovable exhaust system.

To return to Chris's question of "*How high?*", most maintenance tasks can be done with the car on terra firma, including changing the engine oil and filter, or raised just a few inches. For more major, subterranean work such as replacing the exhaust system, fuel/brake lines or repairing/painting/Waxoyling the chassis, the car does need to be higher and to be honest I don't think it is possible to get the car up high enough with basic equipment to actually enjoy working underneath for long periods but there are very few jobs that require more than 15"-18" clearance (depending on the slenderness and flexibility of the mechanic!). I will be very interested to read all the responses to Chris's question or receive comments and other views on this article.

# THE CLUB TRIUMPH TEN COUNTRIES RUN

6<sup>th</sup>-9<sup>th</sup> September 2017

This event, first run on an experimental basis in 2003, alternates with the Round Britain Reliability Run that takes place in even years. I successfully completed the first six 10CRs in my 4A but, just for a change, in 2015 I shared Howard Pryor's TR4. I confess that I hated the foot operated dipswitch (I converted to hand operation on my car over 40 years ago) and the awkward handbrake position. I had tentatively planned to do the 2017 event in my 4A with another C.T. member, Barry McGrath, making our fourth 10CR together. However, my wife Sue was not prepared to be left alone for five nights and put her foot down. Since this 10CR, for the first time, would involve an overnight stop every day one person could do all the driving so I suggested Sue might like to come along as navigator. Much to my surprise she agreed so my entry went in accordingly by 1<sup>st</sup> class post on receipt of my November 2016 Club Torque. Despite this I was allocated Entry No. 59 so it was clear that the initial entry would be over-subscribed.

In January Malcolm Philpott, who had entered with his wife Christine in their 2-Litre Vitesse MkII convertible, emailed me to ask if, as newbies, they could tag along since I was an old hand. I readily agreed, thinking this would make for a really good shared experience and passed on details of the hotels I had already booked so Malcolm could do likewise. I then thought it would be good to make up a slightly larger convoy for mutual support so contacted Ben and Vicky Freer (TR3, much admired on the Club's 2016 Round Britain Reliability Run and fresh from completing June's Paris-Prague Rally), Chris Rabbets and Valerie (2.5PI Mk II Saloon) and Howard Brissenden (TR7). Chris and Valerie were already planning to travel with friends Bernd and Brigitta Ebert (TR6) so hotel details were communicated to all. As it turned out there was not sufficient time for the 2.5PI to have a pre-event shake down following an eighteen-month restoration and a bad vibration on leaving home meant that Chris and Valerie's Renault Clio ended up doing the event as an honorary Triumph. When the suggested route and timings were released Malcolm, Ben and I agreed that the proposed start times were a bit early for us and the total daily stoppage times built in too short. It was more important to us to start at a civilised time and reach each night's hotel in time for a relaxing shower before dinner. We decided to cut the route as necessary on the fly whilst still, of course, visiting all the required countries. Howard very kindly loaded the recommended route and all way points onto Sue's Garmin, this having completely defeated us.

Sue and I met Malcolm and Chris at their Hertford home for an uneventful drive to Dover and the 12.00 DFDFS sailing for Dunkirk. After an easy drive to Lille we checked in to the Première Classe, Lomme and picked up some picnic items for the next couple of days from the local Carrefour. Ben and Vicky arrived at the hotel soon after us, having preferred the Chunnel. It must be said that the hotel was not one of my better efforts but it was keenly priced and the acceptable Campanile restaurant was next door. We ended up with a convivial large group for dinner, Mark Bulford and Alastair Vincent, who had entered in Mark's very nice Royal Blue TR4A, having chosen to take a taxi from their central Lille hotel to join us.



Bernina Pass



Lunch break near Carignan



Vicky Freer & Chris Philpott before Lille start



Coffee intermission, Italian Dolomites

The next morning we arrived at the start location in good time and had a chance to meet some other entrants; I was particularly taken with Edwin Tiben's lovely early short door TR2, fresh from a concours restoration. Edwin was travelling with friends from Holland in a long door TR2 and a TR3A; these cars definitely helped further raise the tone of the event for me. We set off at 07.45 together with Ben, Vicky, Malcolm and Christine, the others having opted to make a later start. As it turned out three cars proved to be an ideal number, it being easy to keep together in traffic with appropriate observation and anticipation. Once clear of the morning commute round Lille we had no further hold ups. We stopped for a coffee break just before Charleville Mézières and shortly afterwards the three Dutch TRs, Tom Key's track prepared but road legal TR6 and some other entrants went past in a sonorous convoy. Being a tight git I had done some research as to where it would be best to refuel. We accordingly topped up our tanks before leaving Dover since fuel was more expensive in France than the UK. Luxembourg looked attractive and at only 250 miles from Dunkirk was easily reachable in a tractor-engined TR. We accordingly made a short detour to fill our tanks in Bascharage. Since we were running late we chose to miss out le Grand Ballon, stay on the D415 through Colmar and take the toll free A35/A36 autoroutes to the Hotel le Strasbourg in Mulhouse, our overnight billet. I was in the lead at that point and embarrassingly wrong slotted, heading north for Strasbourg. I immediately realised the mistake and fortunately turning round at the next junction only cost us a four mile detour. The hotel car park was just a little too secure, it took ten minutes to find someone to open the gate and allow us access. However, I am pleased to say the Strasbourg was voted a big improvement over the Première Classe and Chris told me that at that rate she confidently expected that she and Malcolm would have a suite the next night! The reception staff was helpful and we were given some restaurant recommendations a short walk away. Howard and David were at the same hotel and the eight of us enjoyed an excellent meal, in my case washed down with equally excellent Grimbergen beer.



Wooden bridge over Rhine at Gailingen



Edwin Tiben's TR2 at Rolduc

We knew that Day 2 would be our biggest challenge – nearly 400 miles and many passes; no way would we be on the road by the scheduled 07.30 and we had a table for ten booked for dinner at 19.00 at our hotel, close to Friday's nominal start near Merano in northern Italy. We made good progress on the long motorway section past Basle and Lucerne, just stopping to purchase Swiss vignettes and to refuel. Our plan had been to take the St Gotthard Tunnel and then motorway all the way to the San Bernardino Pass. However, in view of the need to avoid a section of road through Chiavenna, closed following a recent major landslide we turned off at Andermatt and followed the 'official' route. Rather than turning off at Disentis though we simply continued on the 19 through Flims then taking the E43 and 3 via Thusis and Tiefencastel and over the Julier Pass to pick up the road-book route at Silvaplana. Shortly after this I made my biggest mistake of the trip by filling the TR's tank in St. Moritz. Having negotiated the Bernina Pass and crossed into Livigno I noticed a fuel station advertising a ridiculously low price that I thought must have been for LPG. I was unaware that Livigno was a tax free zone with the cheapest fuel in Italy, if not the whole of Europe, and I won't make that mistake again. We negotiated the Ofen and Umbrail passes, stopped at the Stelvio summit for the mandatory photo session - there was some melting snow still left from an early heavy fall only a few days ago - and then phoned our hotel to put back the dinner booking by half an hour as we were running late.



We arrived at the Pension Georgshof in Morter, just off the S38 some 15 miles before Merano shortly after 19.00, despite having cut the suggested route by 75 miles. We were greeted warmly by Peter, the proprietor, who had little English but was clearly much taken with our cars. Our room was spacious and well appointed with a mountain view and we enjoyed an excellent dinner and hearty breakfast, representing very good value at €58.40 pp half board. I can thoroughly recommend this establishment to anyone touring in the area. In fact I did suggest it to Sam Clayton who, some time before the event, had been struggling to find a room for the Thursday night and the price even appealed to this proud Yorkshireman! Sam arrived a little later, having had some issues with his Spitfire 1500 including worrying oil loss from the pressure switch. He was confident of a solution and was happy to leave after us and travel at his own pace. We were very pleased to learn that he and his wife subsequently finished the event and got home under their own steam.



Fuel station near Genk

Not wanting to have too early a start and wishing to arrive at our hotel in Germany at a reasonable time for dinner we simplified the Friday route, cutting out the Mendel, Lavaze and Karer passes, simply following the S48 to Canazei, stopping for a coffee at the delightful Pasticceria Reinhold at Moena. We voted the scenery in the Dolomites the best of the Run with, for me at least, the Sella Pass taking the biscuit. I had first discovered this pass on the 2011 HCR when Barry McGrath and I took it as a short cut off that year's 'official' route. At the foot of the Sella I switched on the Kenlowe as a precaution and – nothing! I fiddled a bit behind the manual override switch as I drove and fortunately the fan came on. We travelled on through the lovely Val Gardena before taking the E45 to Vipiteno, where we opted for the alternative route over the Brenner Pass and motorway all the way to Feldkirch, except for the diversion over the Arlberg Pass due to the tunnel closure. Unfortunately we were running a little late to make a pre-arranged meeting with Swiss Spitfire Club members near Konstanz so, having ticked off Liechtenstein, we went direct to our hotel in Gailingen, a charming old German town just over the Swiss border some six miles south west of Singen. Our route took us over the 200-year-old covered wooden bridge over the Rhine, linking Diessenhofen in Switzerland to Gailingen. This bridge was damaged by the USAF in 1944 and subsequently restored. We all parked in a side street and I called at our hotel reception to find out where their car park entrance was. I was told to drive down a narrow road on the right a short distance from the hotel and a right turn at the bottom would lead us to it. I did a recce on foot and was sure I had it sussed so confidently told Malcolm and Ben to follow me. Unfortunately I found that what had looked like a turn to the right at the bottom of the very steep and narrow road turned out to be the entrance to a private garage. There was no room to turn round so Malcolm and I had to reverse back up the 1 in 4 slope into the main road. Fortunately Ben had not followed us and Vicky hopped out of the TR3 to stop the traffic and allow us out, much to the amusement of the locals. We then found the car park down the NEXT turning on the right. We enjoyed another very pleasant overnight stop, at the Gasthof Hirschen with, for me, the best meal of the whole trip and the bill was very reasonable, similar to the previous night's.



On the Friday morning we hit what could have been our only problem of the Run when the Vitesse failed to start. There was fuel, 12V at the coil but no spark from the king lead. I was about to try substituting my spare coil when Malcolm found the culprit, the rotor arm was in two pieces. Fortunately he carried a spare and we were soon on our way. Leaving the E41 autobahn at J34 we soon encountered the closure of the 462 and plotted a diversion to bring us back on the official route. Shortly afterwards Ben and Vicky took an apparent wrong slot that was, by chance, to work out very well for them while we and Malcolm went on to rejoin the official route. Sometime later, turning on to the E52 south of Karlsruhe we were immediately stuck in a very slow moving queue through extensive road works and this was compounded for us since the next exit was closed. Having lost best part of an hour in trying to get round Karlsruhe we simply followed the fastest satnav route to Rolduc, just over the Dutch border near Aachen. This is a stunning medieval abbey, now a Roman Catholic seminary and conference centre, which we have used as the finish location on the last six 10CRs. Ben and Vicky managed to miss all the hold ups and more or less followed the road-book to Rolduc, arriving at about the same time as us. Thus finished what was by common consent a really great event and a fitting tribute to the greatly missed Martin Randle, who was crazy enough to come up with the initial 10CR idea back in 2003 and sadly passed away in June this year. In Martin's memory and strongly supported by his family the Club has decided that Epilepsy Research UK will be the charity to benefit from sponsorship raised by drivers on next October's RBRR.

We left together for the UK at 09.00 on Saturday and stopped for fuel at a service station near Genk. Before leaving we were descended upon by a large party of tourists from Indonesia, all of whom seemed to want to photograph our cars and we were glad to oblige. It was here that we said goodbye to Ben and Vicky, who had chosen the Chunnel. There was a long delay at Dunkirk port, presumably due to increased security checks, and it was at this point that my Kenlowe decided to go on the blink again. This time no amount of fiddling behind the switch would coax it into life. This would not have been a problem except for a severe delay at the Dartford crossing due to an unexplained 'incident'. After leaving the A2 and joining the long queue I resorted to rolling downhill where possible with engine off and switching off and on again as appropriate on flat or uphill stretches. I put the heater fan on and popped the hood onto the safety to dissipate as much heat as possible. When finally clear of the tunnel I stopped to close the hood and we got home with no further issues. The next day I investigated and found that the female Lucar earth connector had simply become detached from the back of the switch. I think I might have dislodged it on some occasion when I reset the trip meter. If I had checked this in Dunkirk it would have saved a lot of grief. Note to self – next time there is a problem look for a simple cause first!

Cars on the event ranged from two 1954 TR2s to two 1982 Acclams (yes, C. T. really is 'The Club for all Triumphs'!). Amazingly of the 79 Triumphs that started 78 finished! We covered 1,932 miles door to door for the 10CR, corrected for a known odometer error of +1.5%, giving a true fuel consumption of 35.25mpg overall, remarkably close to the 35.35mpg achieved on the 2016 RBRR. It is a sobering thought that in terms of actual start to finish distance covered on the RBRR in 48 hours was 570 miles more than in four days on the 10CR!

**Tim Hunt .**



Rolduc finish

*As it stands... I'm all right!*



**Mike Rawlings** writes:- In answer to your request for axle stands. This is my TR4A during restoration. I've more or less finished the project and it's now on the road.



Gents,

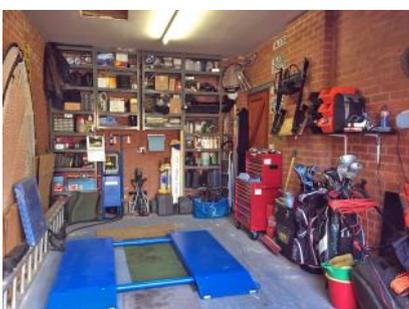
I am in the fortunate position of having a full depth inspection pit at home, so can access the underneath of my car with ease and complete safety. For any jobs requiring removal of a wheel or weight off the suspension, I jack the car with a trolley jack and support it using substantial logs of at least 8" in diameter placed at convenient points under the chassis. These are perfectly adequate for the task and will not injure the metal. I never raise the car with a wheel more than 4" off the ground and can't envisage circumstances where this might be necessary. I carry a Sealey scissor jack in the car, chosen since it will just fit inside the spare wheel under the cover. This is purely for emergency roadside use only, e.g. wheel changing and I carry a 12" square piece of substantial plywood to spread the load under the jack if the car is not on a really solid surface.

Kind regards, **Tim Hunt.** (if it helps, any LVG member is welcome to avail him or herself of my pit by arrangement. I am in Holwell, near Hitchin, tel: 01462 712399)

Our axle stands get the TR5 up exactly a metre. Well not exactly axle stands but more a chassis stand. A year ago we invested in a scissor lift and we have not looked back since. It was the best £1500 (plus £100 delivery) that we spent, with the thought process being that we can sell for £1000 (or more) if we ever want to get rid of it. Messrs Nick & Phil have both seen it and Phil has had his Red Rooster on the lift to do some suspension work on the rear end. It even accommodates the Jaguar XF as it can be moved outside the garage (needs to be outside as the garage does not give enough room to work on such a big car).

I offered LVG members the chance to view if they were interested at the end of last year and that offer is still open.

Regards, **Mike Aldridge**



## COMMUNICATIONS ...*Trunnion, Traction, Facebook, Website ...*

One of the regular topics for discussion at LVG committee meetings is the success or otherwise of communications with members. Traditionally we relied on TRunnion to update those members of the group for whom we have an email address and the Social Scene reports in TRaction to reach a wider audience of potential TR Register members within our catchment area (within roughly 30 miles radius of Broom, encompassing Herts and Beds with bits of Bucks, Cambs and Essex). During the last 5 years or so, LVG has become more active and it has been necessary to supplement the magazine and newsletter in between publication dates with details of extra meetings and events via email. More recently I have tried to make use of the group website and Facebook pages which are provided for us by the TR Register and encourage members to check these sources regularly for the latest information and avoid the need for me to send out so many emails.

We currently have a total of 170 members on the distribution list, including some leaders and members of adjacent local groups and some ex-LVG members living in exile having moved away or sold their TR but still interested in keeping in touch with the group. There are many others for whom we don't have a current active email address as they have not updated their contact details with the TR Register Office.

The minutes of the October meeting are on the website but in case you haven't yet read them, the decision taken is in item 7:

*"General satisfaction was expressed regarding the four methods of communication noted. There was some discussion however, regarding the difficulties in distributing emails to the 130+ members on the distribution list. Noting that the majority of members on the list are relatively passive, it is proposed to generate a separate list of core members that will receive all communications, including those that refer to relatively urgent or short-term activities. Those on the main list will receive only the less urgent or more routine messages. Members will not be included in the 'core' list as a matter of routine but will be invited to subscribe.*

*This proposed approach will be described in the next TRunnion magazine and may be discussed at group meetings. The plan is to implement this new approach early in 2018."*

Whilst all members currently receiving TRunnion by email will continue to do so, I imagine many will be relieved to receive less emails from the group. There will be an opportunity to discuss this at the combined AGM and Kick-Off Lunch in January, but I would also very much appreciate the views and suggestions of the silent majority, most of whom will not be at the AGM.

The continued use of the website and Facebook pages is still under consideration as so few members seem to access them, despite the fact that both are open to the public so no login is required. For me as the administrator, both of these are relatively easy to maintain and serve different purposes. The website is the conventional place to display formal information such as the Event Calendar, TRunnion archives and meeting minutes, so that TR owners looking for a group in their area will find us via the main TR Register website and see what we have to offer. Facebook is not as easy to administer as I would wish but it is very convenient for posting photos and instant communications updates about imminent or ad hoc events and enables members with their own Facebook account to respond, ask questions or post their own photos. It is also the best platform I have come across for sharing information, photos and stories from other clubs, groups and members.

Several members have been using the WhatsApp messenger application for smartphones, and have suggested that we not only have an email list of more active members but see/ask if they want to be included on a LVG WhatsApp events notification listing, which may encourage more people to participate in events.

Please email any comments and suggestions on the above or any other group communications issues to me at the usual address ([bjmole1-trlv@mybtinternet.com](mailto:bjmole1-trlv@mybtinternet.com)).

*Brian Chidwick*



**FOR SALE....** Performance Power FMTC350WBD **Bench Pillar Drill** (as new). Brian is helping to clear the garage and workshop of a friend who has just gone into end-of-life care. Amongst the vintage tools are some modern items including this drill. The same model retails in Wickes for £99.99. These usually sell secondhand for £30-£40 but no sensible offer will be refused. Contact: Brian Chidwick on **01462 730676**