



The TRunnion

2018 / 3 May / June

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

Club Meets: **3rd Sunday of month –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 excellent but they only have a small kitchen !*

Editor : Chris Glasbey*please send me your classic motoring stories and comment.* E: chris.trunnion@btinternet.com



I am sure many Trunnion readers will have smiled at the letter on page 11 of the latest "Traction". It has to be a spoof in order to create feedback for the next issue ?! (or not?)

Just back from another well organised HRCR tour (Bluebell Run), which although only a 122 mile day event, does involve two travelling days and 2 nights away. The TR3A currently sits in the garage choked with dust and awaiting a clean ready for another tour in the Shropshire borders and mid Wales this following weekend. These are all "tulip" touring events where each entrant leaves the start at one minute intervals and it is great to be amongst a variety of classic cars making up the field of 60+ . Eventually we always catch up with a few cars (and the policy is to allow cars behind to pass if they wish to drive at a faster pace.....stressing these tours are NOT competitive) and my favourite moment was following the Austin Healey 100/6 around the lanes for about 30 miles.

Lots inside this issue...and thank you to everyone who has sent a contribution. I hope that most of our readers may attend SHINE & SHOW ...and see you at some of the events Paul has highlighted. We hope to see new members at the club meetings along with a few regulars who we haven't seen for a while !!! Apologies for Pat and I missing the May meetingwe will be in the TR somewhere in the hills of Wales. Pierre & LVG committee hope 2018 will see more activity from members . Hope to see YOU again soon . We want to say **"Welcome back"**

Whats' IN

- 2 Diary Dates
- 3 Root 2 Lunch
- 4-6 Pierre Reports
- 7-8 **SHINE & SHOW**
- 9-11 Drive-it-Day reports
- 12 TR3 XAL 79 remembered
- 13-14 Muncer Mutter's
- 15-16 Cars/Ramps @ Robsport
- 17 Front Brake Enigma !
- 18 Cambridge Classic CR
- 19-20 Ecurie Ecosse Collection
- 21 TR Eastsocial meeting
- 22 Shine a Light
- 23 The Bluebell Run
- 24 GL meeting

....Chris . *Articles & Pics for next issuesend soonest or by 1st JUNE !! Thank you .*

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UPDATE yourself All you need to know :-

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 SITESTR Register : www.tr-register.co.ukTR Forum : www.tr-register.co.uk/forumsLVG : 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

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.*

Paul has selected the below events where you can expect to see **LVG attendance :-**

Saturday 2nd JUNE ... HALLS GREEN PICNIC

Fairclough Hall Farm **SG4 7DO** 11.00 - 17.00 Letchworth Car Club organises this informal gathering of Veteran, Vintage & Classic Cars, Motorcycles + bicycles. A real ale bar & live music. Turn up on the day. **Just bring your own picnicalthough refreshments available**

Saturday 21 & Sunday 22 JULY ... SILVERSTONE CLASSIC The World's biggest classic motor racing festival. Over 100car clubs & thousands of classic cars. **Live music, air displays, vintage fun fair & shopping village.** *Infield PARKING on TR REGISTER STAND (book early, see Traction) An excellent weekend (one day is not enough) !*

Sunday 26 AUGUSTBRILL BEER FESTIVAL 12 noon onwards

A fun day out with entertainments and amusementsIn a beautiful village with lots of classics.

Saturday 15 & Sunday 16 SEPTEMBER : KOP HILLCLIMB..HP27 0LA

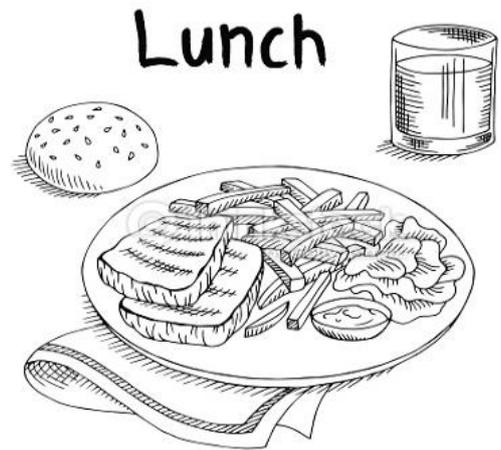
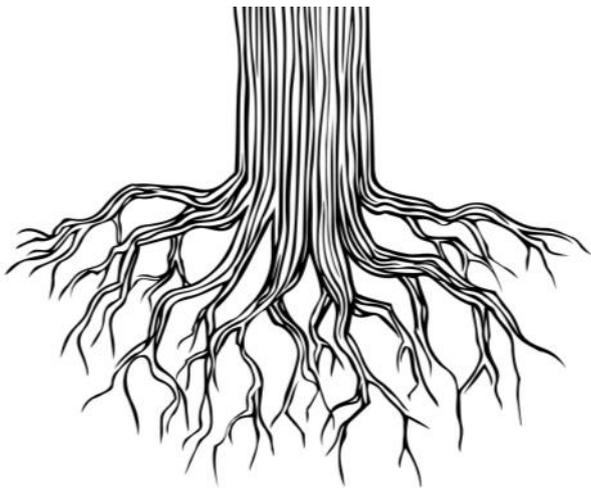
Cars, Bikes and soapboxes go up the Hill. Fabulous Food + Music + Traders. You can apply to take your car up the Hill !!!

Sunday 14 OCTOBER : LVG AUTUMN RUN

Organised by Chris & Pat Glasbey. A social "Drive-out" finishing with a Cream Tea. Details to be advised

IF you have any questions regarding the above ...contact Paul Richardson

Miles in your TR + smiles ...JOIN US !



Route to Lunch - Lea Valley Group Meeting – 20 May 2018

If anyone is interested – and why would you not be interested - we will be restarting our Route to Lunch activity for the May meeting.

The RTL concept is that each month, we can meet up at or close to where one of the group lives and drive the route they would normally use to get to The Cock at Broom for the Sunday gathering. It could - doesn't have to be - extended to involve diversions to places of interest nearby. Other than nominating a meeting point and time, the route planning can be as simple or complex as the 'guide' decides, ranging from a complex multi-page Tulip document through to 'follow me and try to keep up!'.

To get the ball rolling, I suggest we meetup in the car park opposite the Stevenage Football Club at around 11am. The car park can be found by travelling to Stevenage on the A1(M) to J7 and following the road towards Ware and Hertford. Turn left into the car park immediately after the second roundabout, where the football club is on the opposite side of the road. If approaching from the Hertford direction, enter Stevenage heading for the A1(M) . You will pass the football club on your left just before a roundabout. Use the roundabout to reverse your track and then immediately turn left into the car park.

This time, the route directions will be simple: head for the A1(M), turn north for Hitchin; leave at the next exit for Hitchin. Drive through Hitchin heading for Bedford. In the middle of Henlow Camp, turn right towards Henlow village and continue over the A507 towards Langford. Just before leaving Henlow, turn left at a mini-roundabout towards Clifton and then Stanford. When you meet the B658, turn right – the right turn to Broom is about 1 mile along this road. (21 miles, 35 mins)

Happy motoring and hope to see you at The Cock Inn

Pierre

Meet at Stevenage Football Club : 11.00am





GROUP LEADER'S REPORT



What a busy few weeks we have had! I know it is only a couple of months since the last TRunnion but so much to say.

Before starting on our TR world, I must mention the trip Pat and I made to Scotland at the beginning of March, inadvertently timed to be immediately as the March snow falls were tailing off. Now, this isn't a common time to go to NW Scotland, but we went up to meet with some very good German friends of ours who were going to Skye and the Cairngorms after visiting their son at Glasgow University. We had made arrangements to meet them on the Isle of Skye for a few days and decided to use the Alfa for this trip, as doing 1500 miles or so in the TR in just over 7 days seemed a bit too far in dodgy weather. As it was, we changed our planned route to go up the west side of the country to avoid the worst of the snow. As it turned out, we saw no snow until near Glasgow but did have the experience of driving through driving snow as we crossed the high ground on the way to Plockton in Skye. Now, this part of the west coast benefits from the Gulf Stream, which explains why palm trees were growing outside of our hotel at the harbour side. Now to the point of the story: Scotland is blessed with mile upon mile of fantastic roads that are ideal for spirited TR driving, not to mention spirited Alfa driving! You may remember a couple of years ago reading in TRunnion about the Sanford/Miles NC500 trip, when we commented about the excellent roads – well, there are lots of them all around the west coast and on the islands, all perfect for TR driving. I mention all of this with one question for you to consider: should we organise an LVG tour in Scotland? Yes, I know it is further than crossing to mainland Europe but at least the language difficulties should be reduced. Do you fancy 10-15 days exploring the fantastic countryside that Scotland has to offer – mainland and/or the islands? Let me know if this is something we should consider planning in 2019/20, perhaps joining one of the tours offered by commercial tour companies.

Right, on to things TR. I'll start with a few observations on our recent events, beginning with the TRGB Engine Rebuild Seminar way back in mid-March. This was such an informative day managed by the inimitable Gary Bates, supported by Leanne and of course, Jason. Now Jason is an extremely knowledgeable engine mechanic but did brilliantly with keeping the attention of getting on for 50 people and coping with various questions that were thrown at him. Wandering around their facilities showed that they have a lot of work in progress, something I am sure will not be eased with the recent introduction of a new capability for doing comprehensive paint work.

The snow came along (again) for our March LVG meeting, resulting in lower attendance than usual but this did give us the opportunity to have a good chat with new members Colin and Jenny Caborn and Phil Meldrum. Now Colin has found himself in a difficult situation regarding his recent purchase but I'd like to think that joining the TRR has strengthened his case to get an acceptable conclusion. Phil has bought himself a yellow TR6 – not sure what the proper name for the colour but it is certainly striking. Anyway, he brought it along to 'Cars on Ramps' when I have to say I was not really any the wiser regarding the name for the colour.

March also saw the LVG joining in the TSSC visit to the visit Dick Skipton in Buckinghamshire. You can read all about it elsewhere in this TRunnion.

The next morning saw Paul R off with son Dom on the MK Classic Tour, seen off by Phil, Nick and Mike. A wet day but I understand a good day, especially as they didn't get lost!

April was the month when the delayed meeting of the TRR group leaders was held, again at the Gaydon museum – and again at the same time as a big meeting for MG enthusiasts. Brian and I went along to this and thought it was not a waste of time. Many topics were discussed and listed in my handout for the April meeting – there is a copy on our Facebook page. The TRR has been remarkably rapid in posting all the presentations and other material in the ‘Members Feed’ section of the members’ area of the website. Elsewhere here in TRunnion, you will see how to access it all. Happy reading!

Our annual visit to Robsport took place early in April, giving members the chance to have a look underneath their cars with the benefit of the expert eyes of Robsport – read about it elsewhere in TRunnion. This was the chance to catch David Powell between trips to Spain and Greece and to present him with the Concours Cup, awarded each year to the best car to come to the group during the preceding year. In 2017, his Mimosa TR6 had emerged from an extended period of restoration and certainly looks good. A worthy winner indeed.

The 2018 Drive-It-Day saw the LVG contingent of just 5 cars (and one of those was a Mercedes!) meet up at Baldock Services before setting off for Foxton Locks near Market Harborough. You can read all about it elsewhere in this TRunnion.

Now while I consider that despite low numbers, the DID a good event, I have to say that the Thursday evening event near King’s Walden was not. The BBQ was a bit slow, and unless you had an interest in Ford Anglia 105Es (remember them?) or camper vans, there wasn’t much else to see – except two extremely smart TRs, of course. I think Phil and I deserve medals for going, or a pork pie each at the very least! At least it didn’t rain.

So what else to write about? Well, I never got to the NEC Classic Restoration Show back in March but I do know that our refugee from the NLG was asked to display his recently restored sidescreen car on the TRR stand. I speak of course of Nelson’s TR3, which has been restored incorporating what some might consider inappropriate features. Now, I happen to think that what he has done is excellent and doesn’t detract at all from the TR ethos. Unless you’ve chatted to Nelson about it or saw the car at the NEC, you’ll have to wait until the story is told in forthcoming issues of TR Action to find out all about the car.

I also have to thank Nelson for some old publications from the TRR. Looking through them, I came across some explanations in a 1989 magazine of car-related terms that I am sure will prove helpful (or maybe not) to our less-mechanically minded members. Here are a few:

Ball joints: establishments of ill repute in the less desirable parts of town;

Bleeding: an expletive, typical use – this bleeding nut is stuck on;

Damper: archaic meteorological term to describe the downpour that arrives when you have the hood down;

Dry sump: a condition common to TRs;

Electrode: any metal tool held too close to a battery when you least expect it;

Half shaft: the part left over when you hear a loud snap and then grinding from the rear axle;

Journal: a magazine showing easy repairs, such as replacing crank shaft bearings;

Oil bath: what you get when changing the oil filter on a TR;

Ratchet: deposits left in a garage by large rodents;

Semi-floating: sidescreen TR driving position when caught out in the rain;

Spanner: a construction worker specialising in suspension bridges;

Speedometer: an inaccurate meter that is often the source of outrageous stories told in the pub;

Wet sump: external sign of a dry sump.

Going back even further, I came across an advertisement for a Marlborough chassis that you could have bought for what was then a lot of money. It does give a clue though, as to the whole philosophy of motoring more than a hundred years ago. The idea was that you would buy the chassis and running gear and then find an artisan to construct and mount a bespoke body, before finding someone to make and fit an interior of some sort.

Anyway, moving on to technical things, what about LVG cars? Well, there is a little to report, ranging from the relatively simple things of sourcing and fitting racks to boot lids (Phil and Mike), all the way through to sorting out head gasket problems (Paul). In between, we have had the perennial problem of fuel supply to the PI system (Mike) and sticky needles in carburettors (Geoff). As far as my 6 is concerned, I am currently working through why the engine has suddenly decided to run 20deg colder – I suspect a thermostat that opens at the correct temperature but then opens fully. Also, I now properly understand the vagaries of bulb holders and will explain that elsewhere. Now on to an unrelated matter: I decided to replace the white/orange lenses on the front of the car, having had it pointed out to me that the orange had become very faded. Should be an easy task (another of those 5 minute jobs as there are only 4 screws to undo and refit). Well, I have yet to find a 5 minute job that takes less than half an hour and this was no exception. The problem arose because one of the replacement lenses was 4mm shorter than the original, despite the fixing holes being correctly spaced. Eventually, the lens was 'made to fit' by cutting away some of the gasket and using some silicon sealant to ensure a water-tight installation. How annoying – but you have been warned.

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— The —

MARLBOROUGH LIGHT CAR

8-10 H.P.

Speed—50 M. P. Hour.
Weight—6½ Cwt.
Consumption—35-40
M. P. Gallon.

SPECIFICATION:—Motor—4 cyl., 59 x 100; Force Lubrication.
Gears—3-speed and reverse (Gate). Live Axle. Wheels
700 x 65. Ball Bearings throughout. Wheelbase 9 ft.
Track 3 ft. 10 in.

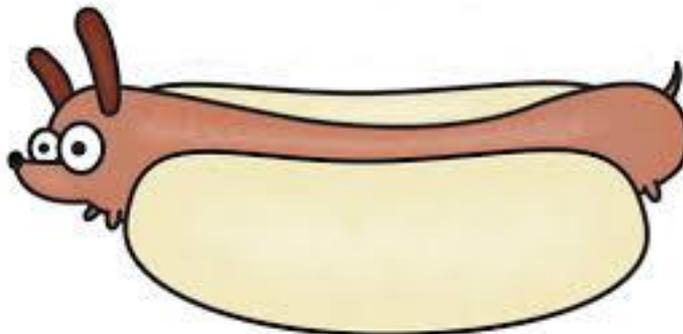
Chassis Price £160 with Tyres.

T. B. ANDRE & Co., 5, Dering St., New Bond St., W.

It's a burger !



With thanks to our landlord Nick and the team @ **The Cock Inn** **LVG members will receive a voucher** when they arrive in their TR at the **SHINE & SHOW NIGHT**which can then be exchanged for either a **FREE beef BURGER** or a **FREE hot DOG** !



This is our No. 1 local group event of the year. PLEASE support it...see you there!

Contact Phil if you need further information@ the email address on next page ...



Bring your Classic Car to our

Shine and Show Night



FREE ENTRY

Wednesday 18 JULY 2018

5.00pm - 10.00pm

@

The Cock Inn, Broom, Beds.

SG18 9NA

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Trophies for :-

- * Best TR
- * Best Sports car
- * Best Saloon car
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- * Furthest travelled to the show

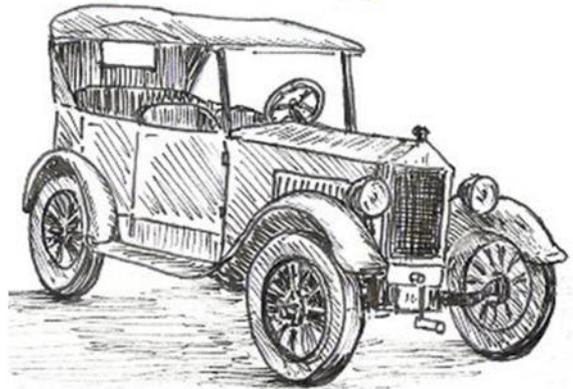
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MEMORIES OF DRIVE-IT-DAY 2018

It already seems ages since the 2018 DID, so here are the remnants of my memories of the day. The plan was to drive from Baldock up to Foxton Locks to have a look at the 200 year old 10 lock staircase, located alongside the remnants of an inclined plane*, itself about 100 years old.

A small but classy group met up at Baldock Services and after elbowing aside the mass of NLG cars, established ourselves in our traditional line up position. Just four TRs adding up to n-n-n-n-19 plus a rather strange and large German car – how weird! But looking oh so comfy.

After waiting long enough to ensure we did not leave on time (why break an LVG tradition?), off we went on a 67 mile drive, being led brilliantly by Sharon towards the north-west frontier. Sadly from my perspective, there were no surprise diversions into housing estates.

The route took us through some of the best countryside that England can offer and not only that, the sun was shining all the time. A really pleasant drive where the only untoward incident was a very minor example of the sensitivity of PI fuel pumps to temperature. Honestly, there was absolutely no embarrassment whatsoever in pushing one of our cars into its parking place in the rather busy car park at the locks

The main thing was that we arrived just in time for our lunch booking at a table overlooking the basin at the bottom of the locks. The food and drink was good and there were several boats manoeuvring around to keep it interesting, even though nobody appeared to fall in the water.

With the sun shining warmly, there was plenty of time after lunch to take a stroll up to the top of the locks for an ice cream (well, you have to don't you?) and then a stroll back down the long route to take in the inclined plane and have a look at examples of the

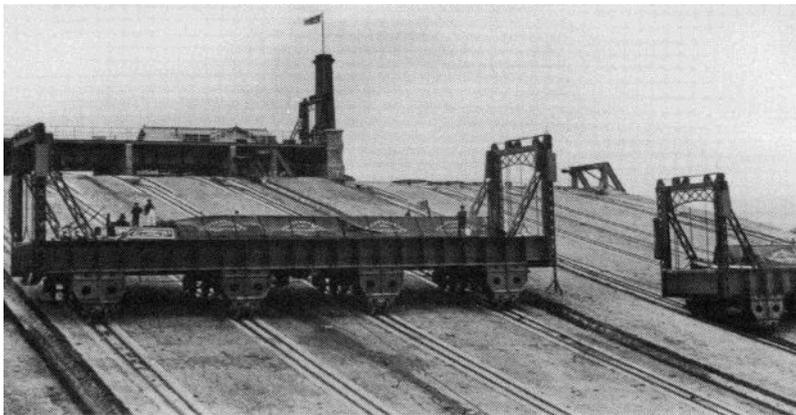


smaller boats used in maintaining the locks, such as for ice breaking.

Finally, it was time to leave. There was no plan as such to follow a specific route home but we did all seem to leave in a gang at around the same time and everyone appeared to get home OK. So very many thanks to Sharon, Phil, Nelson, Mike, Ben and my own guide Pat, for making it a grand day out.

* What is an inclined plane? Basically, it is a slope in a hillside up which canal boats are raised by steam power, with the boats being contained in big steel troughs. One boat goes up as another comes down. Simples.

Pierre



Stories don't always need to be about group activitieswe also want to hear about members just enjoying a special drive out in their TR.

Phil & Miriam Titchner were out on "Drive-it-Day" in their TR3A :-

Miriam and I went for a cream tea at Shuttleworth on Drive-it-Day as a birthday present from my daughter.

It was very good, as in addition to the cream tea we had a guided tour of part of the House ...and a chance to walk around some of the gardens.

Phil.





TRIUMPH TR3 – XAL 79 1957

Having just read Brian's article about TR workplaces and inconveniences it brought to mind, from the distant past, when we purchased our first Triumph. We had not long been married and lived just off the High Road in Wembley so only street parking available and you had to change sides on alternate days! Just up the road from us was the local Police Station – very friendly chaps they were with their Silent Death motorbikes, Triumph Roadster and an SP250 Daimler Dart. At weekends we would invariably be working on the car so they would stop for a chat to see how we were progressing.

Came the time when we decided that "Gertie" needed a makeover she was becoming rather tatty with the odd brown spots appearing so it was decided that a spray job was required this we had to do piecemeal as with nowhere to put anything it was a panel at a time as the car was still used daily to get to work. At varying points the car either had no bonnet, no boot or any doors but was still used daily - could not do that today. Eventually she was all pristine again and much admired by boys in blue.

We then moved to our first house with garage in Buckinghamshire where David could crawl about at leisure without fear of getting run over. Fortunately mechanically she was in good condition though the SU carburettors had to be replaced and drive shafts and springs were often a problem as the car was used for Driving Tests, Sprinting and Rallying and though fitted with drum brakes they were pretty effective once suitably warmed up.

We kept her for about three years and had great enjoyment out of her having covered some 35,000 miles. Sadly she no longer exists. We replaced her with another red TR4, but that's another story. The photo we think was taken during a sprint at Eelmoor Plain near Aldershot circa 1964.

Patricia Dawson



The Matteringings of Mancer

The first tour of the 2018 season for my TR4A was the CACCC Springing Up Tour to Dorset in April, and this was also the car's first major outing since conversion from Stromberg to SU carbs. So, was it a SUccess? A number of test runs were carried out prior to the tour – these involved a 50-mile drive to get everything warmed up under the bonnet, then park up for half an hour, then another short drive. These were the sort of conditions that previously caused the dreaded fuel vapourisation to kick in, so it was encouraging to find that no such symptoms occurred.

As far as the Springing Up Tour was concerned, the weekend coincided with some of the hottest April weather for years. The run down to the Isle of Purbeck on the Friday featured the inevitable slow-moving traffic on the M25 and elsewhere, with under-bonnet temperatures starting to climb, but I'm pleased to say the new carbs. performed without fault, so it really does look as though the conversion has been worthwhile - or have I just invoked the "commentator's curse"? Unfortunately some of the other entrants on the Tour experienced a variety of electrical failures – a Jaguar XK150 with total electrical black-out on the M25 which had to be recovered back to home – a Triumph Herald stopped with a dead coil just 5 miles from our hotel, and was rescued by a Good Samaritan from the Morris Minor Club – a newly restored MGB GT's electric fuel pump went on the blink in the hotel car park, and it took a morning's work to get it mobile again. Ah, the delights of classic car ownership.

Brian and Linda Chidwick were on the Tour, and I noted a point of interest in Brian's article in the last issue of TRunnion – of course nothing to do with the highly technical aspects of gearbox replacement. When he describes celebrating the completion of the gearbox removal exercise, I noticed that Brian spells whiskey with an "e" – this indicates a taste (like me) for the Irish triple-distilled variety. So come on Brian, what is your preference? – Jamesons, Bushmills, Tullamore Dew, or something more obscure? – I think we should be told. I assume more was consumed after replacement of the gearbox was achieved? Unfortunately a taste test session in the bar at the Tour was not possible, as only Jamesons was available – it's tough on these classic tours.

I like to browse the various magazines to see the classic cars for sale or auction – no intention to buy anything, just interesting to see what's on offer. In "Classic & Sportscar", the first TR5 ("chassis number 1" as it is described) is up for auction, estimated at £55,000-£60,000 – I wonder what the commission number is on the chassis plate? In "Motor Sport", another significant TR is for sale – this time an ex-works rally team TR3 (3rd overall in the 1957 Liege-Rome-Liege Rally). Here price was not quoted – although advertised by the same dealer was a 2017 Lamborghini

Aventador for just £317,750 – does this mean the TR is worth more than the Lambo? Anyway, if you have some loose change, you could always bid for the ex-Jim Clark 1961 Aston Martin DB4GT Zagato, estimated in the £10-£15 million range.

Also in “Motor Sport”, it appears that those in the LVG contingent going to the Le Mans Classic in July will see no less a person than Jenson Button in a 1988 Group C Jaguar XJR-9, which should provide him with an interesting experience compared with a modern F1 car (might be interesting for the spectators too). Apart from Fernando Alonso, who this year is doing some of the World Endurance Series races (including Le Mans) with the Toyota team, today’s crop of F1 drivers do just that, F1 and nothing else – just 20-odd races in a season. I know I’m showing my age again, but at Brands in 1965, we saw Jim Clark racing in a Formula 2 Lotus 35, a “big-banger” sports car Lotus 40, a Lotus Elan, and a Lotus Cortina, all in one day. Incidentally even Clark couldn’t make the Lotus 40 behave, as he ended up against the bank on the outside of Clearways - this was the car known as the Lotus 30 with 10 more mistakes – not one of Chapman’s better efforts.

April 7th this year was the 50th anniversary of Clark’s crash in a Formula 2 race at Hockenheim, and it’s been good to see that possibly the greatest driver of all time is still remembered by the motor sport fraternity. There are certain occasions which stick in your mind for years afterwards - Sue and I were spectating that day at Brands Hatch, watching the BOAC 500 sports car race (a race in which Clark originally was entered to drive the Ford F3L prototype). About halfway through the race, news began filtering through from Germany, and the Brands crowd became somewhat subdued and quiet. I think motor racing was never quite the same for either of us after that (and for a lot of people).

Back on the theme of French motor racing venues, my trip to Angouleme in September may involve meeting up with LVG’s Continental Correspondent, Monsieur Julian Hensman, formerly of this parish. Apparently Jules’ base in La Belle France is not a million kilometres from Angouleme, so he needs now to specify an appropriate rendezvous in the town – how about the Kennedy Irish pub – or are you supposed to drink only le plonk in France?

Right, now to prepare for the route survey for Tibbles Tour – all go isn’t it?

Pete Muncer







Pierre captured this TR6 modification. Plug in your mug of coffee and the special “hot plate” area will keep you charged up whilst working in the engine bay ?!

Early TR owners still have to resort to a thermos flask. Don't mix coffee & smoke with your wiring



Front Brake Enigma !!!

- Tony Warner -



Late last year my front brakes started squealing and on my most recent run out I noticed that the front brakes were much hotter than they should have been. Time to investigate !

First I checked the callipers but they are new so moved freely. Then I took off the brake master cylinder and that all looked good. Much head scratching.....so I consulted the manual and unbeknown to me 4's and 4A's have a brake restrictor valve fitted. Hands up if you knew this !!! It stops the pads from moving too far away from the discs by keeping slight pressure in the brake lines when not braking.

All the usual suppliers list this brake valve as Not Available. Oh dear !

I rang TRGB for advice and Gary said you don't really need it. Just take it apart and tap out the valve and use the housing so you don't have to make new pipes. This I duly did and after bleeding the brakes it all worked perfectly.

A short run confirmed that this was indeed the problem and the old TR is now a much faster car !



Cambridge Classic Car Run



Boy was it cold ...but, undeterred, roof off the TR3A and only a few spits of rain, we set off with Paul Richardson following dressed in his RAF uniform. The event was the "Cambridge Classic Car Run" and left from Duxford Airfield. The route had been designed to commemorate 100 years of the RAF and therefore passed by several airfields on route.

On many roads familiar to us, the route took us via RAF Fowlmere, RAF Bassingbourn to our coffee stop at Old Warden airfield. The return route went via RAF Henlow, RAF Steeple Morden and RAF Nuthampstead before returning to Duxford.

An added extra challenge, apart from negotiating wet roads and hundreds of pot holes, was eight code boards which had been placed at intervals along the route. Each board had the first two letters of a WW2 German aircraft manufacturer. We had to spot them first and then work out who the manufacturer was. We spotted 7 of the 8 boards. Here are the letters for you to try and work them out :- DO, FO, HE, JU, ME, (we answered all of those) plus SI, BL and BU (no idea until we got back to Duxford).

The route was only 85 miles which allowed time for looking around Duxford at the end .

Pat Glasbey



An Expedition into Darkest Buckinghamshire

An outing to learn about the Ecurie Ecosse Collection

Way back in March, several LVG members accepted a TSSC invitation to join them in a visit to Dick Skipton's Ecurie Ecosse Collection, located in deepest Buckinghamshire. Like all good events, this one was preceded by a meal at a local hostelry, with the believable pretence that we needed to be sure of getting to the collection on time and having a 'pit-stop' nearby was a way of ensuring we did not get delayed by the Friday evening traffic – and yes, the visit was actually on a Friday evening!

The Ecurie Ecosse motor racing team was set up in 1951 by an Edinburgh businessman and racing driver David Murray and mechanic Wilkie Wilkinson. During the early 1950s, they competed in Formula 1 but with no success, with similar fortunes in Formula 2 during 1969-71. In between times, they tried their hand at the Le Mans 24 Hour races, where they were much more successful. They drove Jaguar D-Types to victory in 1956 and 1957, but sadly, went downhill from there, failing to get any cars to the finish in the next 5 years.

The Ecurie Ecosse name was revived in the 1980s with some success in Sportscar and Touring Car championships, and revived yet again in 2011 to participate in sports car endurance racing, where the team continues to compete successfully to this day.

Going back in time, it appears that one of the more memorable aspects of the team was their use of a Commer vehicle transporter, carrying the race cars on its roof and for it being painted in team colours. This transporter could take 3 cars and uniquely, was fitted with a 2-stroke engine. It achieved lasting fame in another way – being one of the much sought-after Corgi models of the era. The transporter also features in a cartoon of one of the 1950s traditional Le Mans starting line-ups, taking the place of one of their cars in a particularly bad year.

Dick Skipton came into the story in the late 1990s, when he brought together the Ecosse Ecurie Collection, eventually



comprising 7 race cars and the transporter. These were kept together until 2013 when the lot went up for auction and brought in nearly £9M. The transporter alone cost someone £1.8M, such was its history.

Enough of history and back to the evening out. Once we had found the farm and then the right building, the evening started with a free-style wander around his rather austere garage housing about a dozen exotic cars, mainly Jaguars, and continued with the showing of several films of historic racing, interspersed with many anecdotes about the team's racing exploits. We were told a lot about how the team worked and of their various trials and tribulations. It just seemed a little strange to learn about the team exploits but not see any of the actual vehicles. Having said that, the cars and motorcycles he had dotted around the buildings were fascinating enough to make it a really good evening all round. An example would be the red Aston Martin that caught the attention of us all. The supper Dick provided was pretty good as well.

Finally, you will be wondering why a Scottish team should choose a name so obviously French. The reason is simply that they thought it sounded sexy and therefore more likely to attract sponsors. The literal translation of the name is Scottish Stable.

Anyway, it was certainly an interesting and enjoyable evening so thanks must go to Pete Lewis and friends at the TSSC for the invitation to join them.

Pierre



TRR East Area Social Gathering

Sunday 3 June

The Royal George, Barningham, Suffolk

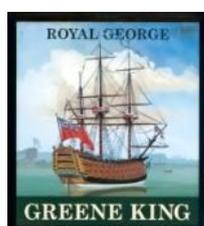
All are invited to this first social gathering of the TRR East Area groups. This is an ideal opportunity to get your car out and drive off into Suffolk, and then meet up with lots of other like-minded people.

The Royal George is located in Barningham, 8 miles from Thetford, 12 miles from Bury St Edmunds and for those with a service background, 5 miles from RAF Honington. The pub has a large car park where lots of TRs can be displayed.

The pub was formerly known as The George and is believed to have been operating since about 1851.

CAMRA and Cask Marque accredited, not only are real ales served but it is also a 'dog friendly' pub.

Barningham is only 75 miles from Broom and offers the opportunity to drive along some of the best countryside England can offer.



Interested?

Call the pub on 01359 221246 to book a table for lunch and mention that you are with the TR Register gathering.

The Royal George, Church Road, Barningham, Bury St Edmunds IP31 1DD

Shining a light onto bulb holders

Over the past couple of years, I've had to replace several bulb holders for the rear lights on my TR6, usually but not always as a result of me moving the wires when taking off the lenses to clean up their insides. Anyone with a 6 with standard exhaust tail pipes will understand why this has to be done occasionally.

Anyway, I've always blamed the poor contacts on dissimilar metal corrosion between a copper side contact and the outer ring used to not only keep the holder in place but also to provide the earth contact for the bulb. The holder looks intact but testing with a meter shows intermittent if any continuity and my attempts to solder in a bridge have been unsuccessful as the outer ring doesn't 'take' solder. Have a look at the annotated photograph.

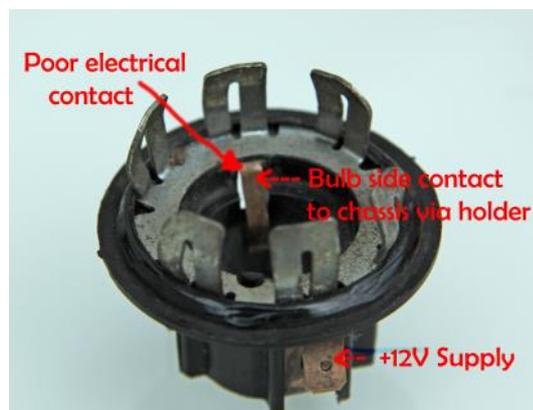
So when the problem of failure to light arose yet again, I knew what to do – fit a new holder and ditch the corroded one. It's another of those (mythical) 5 minute jobs. This time however, taking off the boot trim exposed a different picture from what I was expecting - the bulb holder had separated into two parts, showing the way Mr Lucas (I presume) intended the electrical continuity to be implemented. In essence, the outer ring is simply a snap fit into the outer plastic body that contains the copper side strip and relies on physical contact for continuity. The two extra photos show the parts, where you should be able to see the lip that is supposed to retain the outer ring

Now in my experience, fitting or removing bulb holders is both a fiddly task and one that requires a fair degree of force to achieve and when you see the way the holder is assembled, it is easy to see that coming apart is not an unlikely thing to happen. Unfortunately, securely re-assembling the holder and being sure it will work subsequently seems near impossible.

So, still the same remedy as before but perhaps one of the failure mechanisms is now better understood.



Pierre.



The Bluebell Run - 12 May 2018

We set off from our B&B in thick cold mist at 7.15am but this quickly cleared and the rest of the day was fine and dry.

We started at "Hopewell Colliery" in the middle of the Forest of Dean (car 4). This was a "free" mine (if you were born in the forest you have the right to mine here, as long as you have the training). The run to coffee went round the forest roads where there were carpets of beautiful bluebells at every turn. We continued through Gloucestershire countryside to coffee at Much Marcle. The roads are the usual mix of B, C & green lanes with the usual hazards of cycles, tractors and local racing 4x4 drivers and limited passing places ...this all adds to the fun!!

We knew we had 18 check points to find on the route as well.

After coffee we continue into Worcestershire, skirting the Malvern Hills and now passing fruit orchards (covered in blossom), hop fields and more bluebells.

Crossing the "not wide, shallow ford" !!!! ...near Eastnor Castle (2 nights of heavy rain had made it a little more interesting) we continued on to arrive at the newly renovated "Baiting House" for a superb Ploughman's Lunch.

We are now in the gorgeous "Black & White houses" area in Herefordshire with each village getting prettier and prettier ...and after a short stop at Dunkerton Cider, we arrive at Weobley which was the best village of all. Continuing on through more orchards....we are now heading south towards Ross on Wyefollowing the River Wye on very narrow roads , as it meanders along the valley to arrive at the Chase Hotel for a 2 course meal.

We had succeeded in reaching all 18 check points over the 122 mile route ..so were pleased to receive our end of run HRCR Bluebell Run golfing umbrella !

Another fantastically organised tour with excellent stops and company. Here's to next year .

Pat Glasbey .



GL Meeting April 2018

Information from Pierre: Those of you who will have either received the GL Handout at the April group meeting or had a look at the LVG Facebook page will have had the chance to read my bullet point list of notes taken at the 2018 Group Leader Meeting last month. As the TRR has now posted all presentations and other relevant material in the members' area of the TRR website, you have the chance to get a look at everything presented and generated at the meeting.

The directions below give you two ways of directly accessing the information on the website.

In essence, all you have to do is use your computer to access the TRR website using one of the two steps below, either of which will take you straight there.

NOTE that you must be a TRR member to access this information and you must have obtained a website login password from the Didcot office. If you do not have one, contact Jo at the office – details in TR Action.

BOX 1

The first thing to do is put your mouse cursor over the underlined text immediately below, hold down the CONTROL key and then click the left button on the mouse. This will take you firstly to the Members' Login page. You must login using the website login password (NOT the Forum password!)

[Click here to view all Group Leaders Meeting Presentations Online \(log in to members area required\)](#)

Once you have logged in and waited a few seconds, the system will take you straight to all the information published about the meeting.

BOX 2

Copy and paste this link into the top line of your browser page and press RETURN.

<https://www.tr-register.co.uk/past-issue/2018/05/0093/TR-Register-Group-Leaders-Meeting-2018>

You will still need to log in to the website members area to view. You must login using the website login password (NOT the Forum password!)