



The TRunnion

2018 / 6 November - December

For the enthusiasts of TR Register Lea Valley Group

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.trunnioned@btinternet.com



Tim Hunt leaves the start of the Club Triumph RBRR

My TR3A is now back on the road after overdrive problems . Luckily still under warranty, the TR went back to those nice people at “Robsport” and they took out the gearbox and sent it back to the specialist they use , who stripped the overdrive down and found the problema broken circlip ! That’s it ! What are the odds of metal fatigue in a circlip ? I had covered 3,800 miles and now with fresh oil in the box, I am looking forward to many more gear changes on tours in the planning for 2019. I hope you will also be preparing your TR over the next few months, ready to drive it more than ever in the new year. I know that Pierre, Brian and a few other die-hards use their TRs all year round (I also did back in 1975 when it was my only car for 7 years).

The best event to start your LVG New Year is the “AGM and Kick-Off Lunch” ..and I hope to catch up with many members who we don’t always see so regularly throughout the year. IF you come along to the December LVG meet, remember that it is just a warm up for January’s

KICK-OFF !

Chris .

Extra Note : *Please send your letters or articles as attachments ...NOT in your email . Thank you.*

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*Deadline date for Text and Pics for next issue : **29 DECEMBER**but most helpful if you can send to me as soon as possibleand finest quality photos please . **Email as above .***

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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

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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.**

Sunday 20 January 2019

KICK-OFF Lunch + the AGM

*Everyone who really cares to belong to LVG
will be there (even if your TR is in the garage)*

INFORMAL - INFORMATIVE - SOCIAL - CU there !

*Details soon but if you want to know more NOW ...speak
to Pierre or Phil.*

For a full event listing SEE the LVG website



GROUP LEADER'S REPORT



Winter is here! Mid-afternoon and the temperature outside is now 6degC, not including the wind chill factor. Looks as though the TR's heater might be called into action soon. Roll on summer.

It seems ages ago but September started off with the Spanish evening at Cople, to be closely followed by a visit to Duxford to join in the local TSSC group's birthday celebrations. The LVG banner had a good airing and the day was rounded off very nicely by the three LVG cars sneaking up to a Catalina for some 'under the wing' photos. My only regret was that I didn't manage to get to see another of 'my' Victors in one of the hangers – next time maybe.



October started off with a rush of TR activity. The first thing for me was to tag along with David Dawson when he took Pat's TR7V8 to the Revivals rolling road establishment for a general check on how the engine was performing. I think it is fair to say that, given David's expertise in getting things right, it was no surprise to find that the car was running pretty well, especially after a minor tweak to the ignition timing. The Revivals owner called himself an old fashioned car mechanic who has had a long term relationship with various levels of motor sport, starting off decades ago with grass track motor cycle racing and continuing today with supporting his daughter in off-road buggy racing. This is not to say he doesn't know anything about mapping of ECUs but it was clear where his real interest lies. As well as simply finding out what David was doing there, I went along to check out the feasibility of a similar visit by a few LVG cars, should there be sufficient interest within the group. The owner was OK with the idea so don't be surprised if you hear more about this next spring.



The day after Revivals was the start of the Club Triumph Round Britain Reliability Run – a 2000 mile run from Knebworth to John O'Groats to Land's End to Knebworth in 48 hours. A few of us got to the start in good time to check out the cars, chat to the participants – including Wayne Scott – but mainly to meet up with 'our' Tim Hunt in his 4A and to wish him well for the trip. True to form, Sunday evening came and Tim rolls in to complete his 20th RBRR – and all in the same car! What a fantastic achievement. By the way, with this RBRR, CT has raised in excess of £100k for charity – another great achievement.



That Sunday was also the day for the LVG visit to Debden to have a look at the TRR/Revington TR Sprint event. This was a fairly low key event but we still had 10 TRs – six from LVG and four from the



NLG - meet at Baldock for a great drive through very nice countryside to Debden. I found it a nice relaxing day with very pleasant weather and plenty of interesting cars to see. There were three TRs competing and boy, did they go! Not only a 4.6 litre TR7V8 but also a TR6 with a 4 litre V8 generating in excess of 400bhp – resulting in a power to weight ratio similar to that of the Bugatti Veyron Roadster, apparently. Just to cap it all, our visit to Debden even made the news section of the TRR website (see www.tr-register.co.uk/article/2018/10/0162/Debden-Sprint).



October also saw a few LVGers visiting the H&H Classic Car Auctions at Duxford – my first visit incidentally to such an event. Interesting to see how the smallest nod of the head can commit you to spending £20k plus – but then, if you're already bidding over half a million for a car, then £20k is small change. Three TRs were sold: a very smart TR3 for £20k, a smart TR6 for £19k and a very tatty and almost complete project TR6 for about £4k. The highest bid was £760k for the 1929 Bentley 4.5L Le Mans Tourer but I thought the most expensive car was a 1960 BMW Isetta, setting the new owner back a little over £19k! I can only assume that this car is going into a collection of some sort – shame if that is the case. The good thing about the day was remembering to not wave to anybody on the other side of the room while the bidding was in progress.



The final October event to record was the 'Traffic to Jam' drive organised by Pat and Chris Glasbey – starting with coffee and a late breakfast at the Royston garden centre and ending with tea at the Tiptree jam factory. In between was a drive of 60 miles through some beautiful countryside and villages, spoiled only by the miserable weather. If the sun had been out and lit up the trees, it would have been truly spectacular. Still, it was an opportunity, or rather a necessity, to put up the hood on my 6 and make sure it is still in good condition, which it is thankfully. I don't know about others, but travelling with the hood down is far more enjoyable than when it is up – not so enclosed and less noise overall.



Moving away from events, we've had a couple of very well attended meetings at The Cock, with the weather being good enough for us to enjoy being outside. The September meeting was of course when we met up at the Royston Garden Centre for yet another Glasbey-special Route To Lunch at The Cock. Six TRs and 'that' Cobra again – navigated in part by Ellen, a lovely lady from the US over here to stay with Sharon for the shared experience of the imminent birth of their grandchild. She now knows about Tulip routes! These R2Ls all go to show that we have some excellent roads in our back yard that all too often we don't know about and therefore never get to appreciate. What better excuse is there for you to join in when we have them? In fact, why not devise one yourself and show your local roads to the rest of us? Nothing needs to be complicated about defining the route – it could be as simple as: follow me!



Talking about newcomers – welcome to new members Andy and Judy Gostling, who came along to our October meeting in a LHD TR4 that is receiving a lot of TLC. This car has a registration number not a lot different from Pete Muncer’s car – I wonder if there is a shared history somewhere along the line Dan These also came along in his splendid TR3A. Now that is a car in no need whatsoever of additional attention – looks and sounds just perfect. Incidentally, we had 13 TRs and a Stag at this meeting – a record?



What else to report on the mechanical front? After changing the ignition capacitor, Jon Marshall’s Dove is now running the way it should, that is to say – reliably! The Glasbey TR3A is still suffering gearbox problems and is away for attention. The French Connection TR6, ie Julian’s, is having some serious upgrading carried out on the engine and multiple other parts to the extent that once completed, we really need to see that car over here to give it an LVG seal of approval. As for my car – I really need to have a go at it with the vacuum cleaner but perhaps more importantly, find out why the passenger door cannot be locked. I’ve been delaying doing this because of the real hassle of putting everything back together after sorting it out – all those stupid little clips and the real hassle of fitting the handles.



Chris @ Revivals ...before gearbox issue

Talking of fixing cars – for the second time this year, I have the BS Trophy for a month. This is not because of anything I’ve done but because nobody appears to have done anything to their cars during the past month. Now why is this? Shyness in coming forward? Cars not being used? Cars all in perfect working order?

If all goes to plan, the LVG 2019 Calendar should be available for you to buy at the November meeting. It will cost £5 and features photographs of LVG cars doing stuff around the country. Perhaps your car is in there somewhere.

And to finish off, have you noticed that all the default passwords offered in computers are actually towns in Wales?

Pierre



BROMHAM FETEJuly 2018

LVG were invited to attend the "Bromham Show", following an invitation from member and TR3 owner Tony Bannard-Smith.

It was a very good and very hot day. All the cars met at Bromham Mill at 8.30am for coffee and a bacon rolland this was followed by a briefing for the day and the issuing of a route for a treasure hunt through Bedfordshire and Northamptonshire. We passed through many delightful villages and even got a number of the treasure hunt clues (but not many). We finally ended up at the Bromham Village Show at about midday. Here we were joined by a number of cars that had not taken part in the treasure hunt, including a Bull Nosed Cowley and an Austin 7. A very varied collection of cars that spanned close on 100 years.

A very enjoyable and well organised day and many thanks to Tony and his team for all the organising. Perhaps next year we will see a few more Lea Valley cars.

Phil Titchner





The Matteringings of Mancer

Having spent several years visiting Portugal for some classic motor racing at the Portimao and Estoril circuits, this year a decision was taken by our group to go to Angouleme for the Circuit des Remparts meeting in mid-September. Now at this point you might expect a description of a pleasant drive through France in the TR – just one problem, four people in a TR doesn't go, so it was Squeezyjet to Bordeaux, and then a hire car (Nissan Juke of all things) for the 120 kilometres to Angouleme. The other guys in the group no longer possess any classic cars, although one previously had involvement with a TR4A and another owned a Daimler/Jag saloon.



The Angouleme circuit is like an even shorter version of Monaco, just 1.3 miles with 3 tight hairpins in the lap, through the streets of the town. In the past some serious racing took place (Fangio won here in 1950), but nowadays things are more relaxed, with some of the races being more in the way of demonstrations. The most spectacular demo drive was by the 1981 World Rally Champion Ari Vatanen, who threw a BMW M3 around the circuit – still haven't worked out how he stayed away from the barriers. Inevitably most of the entrants and cars come from France, but there are always some Brits making the trip. In addition to the racing on Sunday, there was a floodlit Concours d'Elegance on the Friday evening, plus a classic tour on Saturday. I have to report that there were no TR's racing, although three TR's (a 2, a 5 and a 6) were entered in the Saturday tour. As the weather for the Sunday racing was extremely hot (30 degrees plus), we were forced to seek the shade in a convenient bar from time to time. Most unfortunately the meeting suffered a fatality, when the driver of a Mini-Cooper had a heart attack during the morning practice. Apart from this incident, it was a great weekend – very pleasant sitting at a pavement café watching the occasional Bugatti, Ferrari, Maserati etc. driving slowly past. The attached pics show just a couple of the hundreds of classic motor cars flooding the town – the dark red car is a Bugatti (I think a type 35 but I'm no expert on Bugattis), with an Alfa TZ1 in the background, while the blue car I think is a DB Panhard-based special, with a twin-cylinder 750cc engine driving the front wheels – in period (early 1950's), if it was fitted with a supercharger, apparently it qualified as a Formula 1 car! Bonne Chance Monsieur!



The weekend after Angouleme it was off to Leicestershire for the CACCC Falling Down Tour, with most of the usual suspects

present in the 19 cars entered, including Brian & Lynda from LVG. We were staying at Bosworth Hall Hotel in Market Bosworth, just a couple of miles from where Richard the Third lost in extra time to Henry Tudor ("A Porsche! A Porsche! My kingpins for a Porsche!" – or something like that) at Bosworth Field. My better half had come up with the idea of a 5-mile walk (on a classic car tour?), luckily with a pint/pit stop on the return leg - the walk included a visit to the Bosworth Battlefield Centre, with an excellent guided tour – recommended if you are in the area. We also had a visit to Flying Spares, the leading source in the U.K. for post-war Rolls and Bentleys spares – never seen so many Rollers in one location. Finally there was a lunchtime stop at Foxton Locks (visited by LVG earlier in the year), on the way home to round off the weekend – we also called at a VW campervan specialist near Daventry (see below).

Your Honourable Editor has asked for comments regarding the low annual mileages covered by many TR's (and many classic cars I imagine). I have to admit that my 4A is now on a 3000-mile limit for insurance purposes, and probably does not get near that most years. It used to be on a 5000-mile limit, however since we started using our campervan for longer trips (see below again!), the TR is used for 4 or 5 classic tours plus some local trips only. I do have a distinct aversion to the road salt spread liberally around as soon as the temperature even approaches anywhere near freezing, so the TR will be tucked up in the garage during the coldest months.

Finally, it seems likely that this winter's project may be to replace our venerable 20-year-old campervan with something rather more modern and reliable. After a very pleasant family holiday in an excellent gite, Sue and I were exploring the Crozon peninsula in western Brittany in August, when our progress was rudely interrupted by the rear silencer and tailpipe departing from the rest of the exhaust. Fortunately the front silencer and pipe did not follow suit, so some temporary wiring up and gentle driving got us home without further drama. Anyway, we feel that enough is enough, so the search is on for a VW T5 campervan – no, we won't be ordering a brand new VW California for £60,000 or more! – must keep some funds in reserve for any potential TR requirements.

Pete Muncer

P.S. – have just read in latest Classic & Sportscar mag. that you will soon be able to buy **all-electric** E-types and MGB's – for once words fail me. Isn't there a diesel TR6 in existence somewhere?



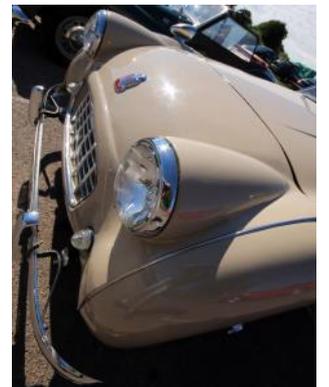
R2L ... September DRIVE ...

After meeting for coffee at 10.00am at Wydale Garden Centre, Melbourne seven TRs and a Cobra set off at intervals for a 40 mile route to lunch on a glorious sunny day.

We went via Fowlmere, Newton and Whittlesford to travel along the back of Duxford Airfield, through the Crishalls to enter Hertfordshire. Each village has beautiful thatched cottages and interesting buildings and from Barkway to Reed superb views across the countryside. Crossing the A10 we pass through attractive Therfield ...to drop down past Royston Golf course to briefly join and cross the A505then back into Cambridgeshire via Littlington and Steeple Morden ...and into Hertfordshire again to pass through Ashwell and enter Bedfordshire and the final run to the Cock Inn via Langford and Jordan's Mill.

We enjoyed planning the route and everyone who took part seemed to be enjoying it, especially our American visiting granny-in-waiting.

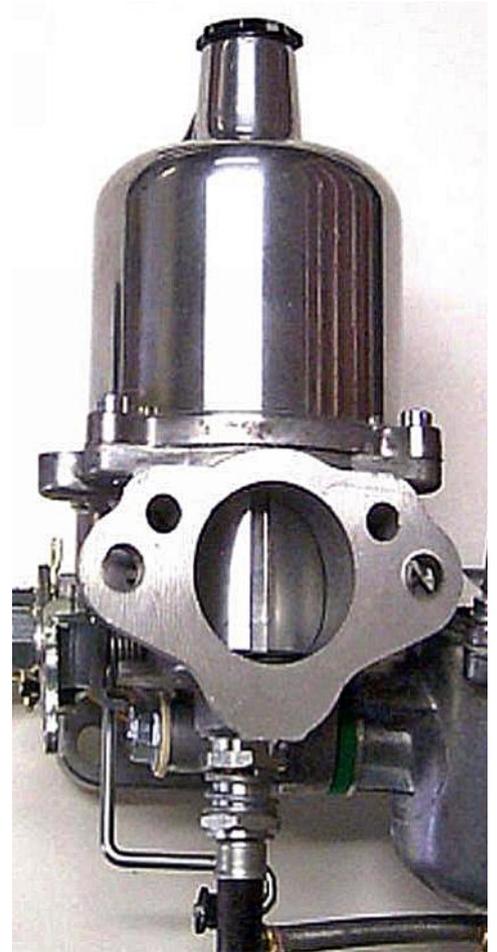
Pat Glasbey



Wally of the Month !!

With the Club Triumph RBRR a week away I was just giving the 4A a final check over when I spotted that the K & N filters were pretty grubby. Some dirt/dust is not meant to be detrimental, even assisting filtration apparently, but since it had been 50,000 miles since I last cleaned them I thought it was about time. Many years ago I bought some K & N cleaning solution and special oil while in the US since it was much cheaper there. I cleaned, rinsed, dried and re-oiled the filters but before reinstalling them decided to remove the lids and clean out both float chambers. I also removed the SU dashpots and pistons and thoroughly cleaned the surfaces; I then checked the clearances by blanking off the air transfer holes in the pistons and timing their drops down the suction chambers— both dropped in six seconds, spot on. I carefully reassembled the float chambers and carburettors and before filling the dashpots with oil checked that the pistons fell sharply to the carburettor bridges when lifted, showing the jets were centred. I then topped up the dashpots and replaced the filters.

A few days later I remembered that I had not given the car a run after my work to ensure all was well. I started the car only for it to run very roughly, possibly on three cylinders as I thought. I checked the plug leads and on removing #3 found that the lead came away from the plug cap, the central conductor having become uncrimped. I was pretty happy, convinced I had found the problem and repaired the lead. When I replaced it the engine ran just as roughly as before. I called Brian Chidwick to pick his brains and he mentioned the dreaded word “valve?” and suggested it was worth trying another four good plugs to eliminate another possibility. New plugs made no difference and on compression test all four cylinders were within 3psi of each other. I concluded that perhaps my repair of the ignition lead had been unsuccessful so the following day I purchased a replacement. Incidentally, single made up leads are very hard to source now, most stores want to sell you a set for a particular (modern) car. On arriving home I duly fitted the new lead and – no change, engine as rough as before. Before calling technical guru David Dawson to enlist his help I decided to remove the air filters to double check the operation of the carburettors. Bingo! Maybe some of you have guessed already, like an idiot I had failed to remove one of the two screwed up balls of newspaper I had inserted in the carburettors to prevent ingress of dirt! The engine had been running almost exclusively on just the rear carburettor.



Tim Hunt .



We made it!! Team 70's Triumph TR8 and crew successfully completed the 2018 Round Britain Run! Left the final control at Turweston Aerodrome, Northants at dusk, arriving back to the start at Knebworth, Herts for 20:28 after 50 hrs and 2,000 miles non - stop driving, in aid of Epilepsy Research! Massive thanks to everyone who came out in support, to those who donated and especially to Andrew Mackay for heroically welding us back together in the Highlands of Scotland!! Out of 130 starters there were 24 retirements so we are very proud of what our little Triumph TR8 achieved. Thanks also to all the marshals and organisers from Club Triumph, awesome job! Still time to donate if you haven't done so already: <https://www.justgiving.com/fundraising/Wayne-Scott7> - for now though , sleep time!





With thanks to Mike Aldridge & Pierre for the pics .





Sprint

Photos: Phil Titchner



LVG with N.London support
visit the Sprint
Championship event at
Debden



Here we GO again

My 22nd Club Triumph Round Britain Reliability Run

Tim Hunt

This year's event was held from 5th to 7th October and I again teamed up with Mike Hockaday, this being our 15th RBRR together. We arrived at the Knebworth House Barns start at 15.00 to find over 60 crews already there taking our place towards the back of the third line of cars. It was very nice to see the LVG deputation of Brian, Pierre, Mike, Phil and Paul at the start to see us off and wish everyone well. At 18.00 precisely 131 cars started to leave in a steady stream, led by a Belgian crew in a 1936 Gloria Southern Cross roadster. This was the oldest car ever to have attempted the gruelling event but the crew had already completed both the 2014 and 2016 Runs in a 1950 Renown so had form.



1936 Gloria Southern Cross

We had expected some delays on the northbound A1 and A1(M) due to road works and closures but had a surprisingly easy run to Wetherby Services (167 miles) arriving as the first control there opened. Our route then took us up the A1 to Junction 77 and then the A696/A68 to the second control at Carter Bar and on to the Edinburgh Ring Road and the M90 over new Forth Road Bridge. We left at Junction 4 for the next control at Knockhill Circuit (376 miles), a new location for us. I must confess we had trouble finding it since there was no C.T. banner indicating the turn off, we over shot by miles and this must have cost us at least 20 minutes. Maybe there is something to be said for satnav after all! We were very sorry to learn that the Southern Cross had retired near Edinburgh having suffered overheating and a head gasket failure. The AA recovered the car to safe storage and the owner subsequently arranged its return home.



We re-joined the M90 following this past Perth to pick up the A9 for 130 miles to the Skiach Services control (534 miles) a little north of Inverness. The A9 then took us on to the A99 through Wick to the Seaview Hotel control (634 miles) at John o' Groats and a very welcome breakfast. Several rooms had been made available so crews could have a shower and freshen up. The Seaview has the distinction of being the only location used on every RBRR since the first in 1966. The current manager, Andrew Mowat, has been welcoming us since 1998 and I presented him with a copy of our President, Derek Pollock's book on the first 50 years of the RBRR. In return he gave me a couple of Seaview Hotel coffee mugs, nice mementos for me and Mike.

Passing Dounreay



There followed the most enjoyable part of the run for me via the A836 running across the top of Scotland through Thurso, past Dounreay to Tongue then turning south through Altnaharra and Lairg to Bonar Bridge. Long sections of this generally well surfaced road, running through stunning scenery, have gentle gradients and many long series of open bends with good visibility allowing a high average speed to be maintained with little need for the brakes. We revisited Skiach Services (758 miles) for our next control before heading for Loch Ness to pick up the A82, which we followed through Fort William, the brooding Glencoe and over Rannoch Moor to Crianlarich. Our next control was at Stirling Services (935 miles), just off Junction 9 of the M90 and we then headed via the M80/M73 and M74 to the border at Gretna and on to the M6 and our next control at Tebay Services (1,078 miles). This is quite unlike any other Services on our motorway network. After over 40 years it remains family run and serves freshly cooked local produce, a vast range of which is available from the on-site farm shop.



Fifty miles further south on a quiet M6 we passed the junction with the M55 where traffic increased dramatically as we were joined by people returning from the Blackpool illuminations. We turned off on the M56 then took the M53 and A55 round Chester to head for central Wales on the A483, stopping at our next control, Gledrid Services (1,209 miles) just south of Wrexham. We stayed on the A483 from Newtown, the next 23 miles of challenging winding road to Crossgates at the junction with the A44 being a particular favourite. It is easy to see why it attracts so many bikers in summer. We headed on through Llandrindod Wells and Crickhowell to pick up the A40 east at Abergavenny for our next control at Monmouth Services (1,317 miles). The route would then have taken us down the excellent A466 to Chepstow but we found this road to be closed due to a recent landslip so diverted back west on the A40 to take the A449 to pick up the M4 at Newport and on over the Second Severn Crossing and onto the M5 for the West Country. From the end of this motorway we took the A30 to our next control at Whitehouse Services, Oakhampton (1,451 miles) then another 100 miles to the Land's End control and our second most welcome breakfast. We returned up the A30 for 45 miles then took the A39 for our next control at Bude (1,632 miles) on the north Cornish coast where members of the Bude Motor Club had kindly come out to marshal. Our route then took us east to Oakhampton and via Tavistock over Dartmoor to the next control near Ashburton (1,683 miles). From there we took the A38 and M5 to the A30, which we left at Honiton on the A35 past Bridport and Dorchester. The A354 took us on to the Pimperne Control (1,783 miles). This has long been a favourite with crews since Club and local W.I. members provide refreshments and



delicious home-made cakes, unfortunately limited to two pieces per driver!

We travelled on past Salisbury to the A303 and then A34 to join the M40 for one junction past Bicester then the A43 to our penultimate control at Turweston Airfield (1,900 miles). We had to negotiate the entire perimeter road and the appalling surface was not designed for a TR's suspension – we won't be using that location again! The A422/A421 then took us on to Milton Keynes. Knowing of road works and delays on the A5 Mike and I diverted from the official route through Salford and on to the A507, which we followed to the A1(M) at Stotfold whence it was an easy run down to the Knebworth finish (1,952 miles), which we reached at 20.05 in just under 40 hours actual driving time.

The car did not miss a beat the whole weekend and I could have left my tools and spares at home to save weight. However, the overall true fuel consumption at 32.06 was a bit disappointing - we had achieved over 35mpg in 2016 since when I had had a 28% overdrive conversion. From the idle note and the colour of the plugs on post- event inspection I suspected the car had been running a little rich, which was subsequently confirmed. We encountered little heavy rain and at anything above 40mph a liberal coating of RainX kept the screen clear without need for wipers. I can thoroughly recommend PIAA Super Silicone wiper refills; they clear the screen better than any others I have found. Surprisingly we often ran for many miles between controls without seeing another Triumph although by coincidence we did on several occasions find ourselves travelling with a particular well driven TR6, sensibly fitted with a hardtop.

I am sorry to say that of the 131 starters 25 crews failed to finish, this is the highest attrition rate ever on an RBRR and we will be analysing the causes to see what can be learned for the future. Disappointingly many of the DNFs were first timers, some of whom may have underestimated the demands on driver and machine.

Tim Hunt



TRaffic 2 Jam

The awful weather mean't some cancellations and more daily driver cars than TR's ...but, undeterred, we set off from the Wyedale Garden Centre (Royston) at intervals for a 60 mile (tulip style) drive to Wilkin & Sons Jam Factory in Tiptree.

After travelling a few miles through Hertfordshire and Cambridgeshire, the rest of the journey is through Essex and many "chocolate box" villages. The rain slightly marred the views and dulled the Autumn colours but there was still plenty of things to see on the way.

The village of Finchingfield is always a must with the stream and duck pond and the little narrow bridge to cross.

The roads varied from A,B,C and single trackwith the ford over the River Pant still just below road level (it was completely dry when we did the recce's). Gosford Lake had attracted no visitors on this day.

Did anyone notice the "Fork 'andles" hardware store in Earls Colne ?

After crossing the A120 to enter the beautiful Coggleshalla mysterious turn right instruction appeared ! (I don't know where that came from) Luckily, all managed to work out to go straight on and after going under the A12 we arrive at Tiptree.

Some take in the Museum first and then after a short queue, we all sat down to eat. 4 of us had the full afternoon tea and the rest a variety of Ploughman type lunches. The Gooseberry Chutney and the Little Scarlet Strawberry jam were amongst the biggest hits.

Now time for retail therapy and the purchase of jams, chutneys, ginsin flavours not readily available in traditional shops. These included: medlar, quince, loganberries and Little Scarlet jams + Gooseberry chutney.

Paul and Wendy had a 190 mile day out and the rest around 150 miles but all seemed to enjoy themselves and thanks to you who did turn out on such a wet day.

Pat Glasbey .



PROFILE: Paul Richardson

(Events Co-ordinator)

I'm the tallish guy (6ft 3 in) with white hair and moustache. I was born in Northampton in May 1947 and lived all my bachelor life in New Bradwell which is now part of the dreaded Milton Keynes. I married in October 1975 and moved to Wolverton Road, Newport Pagnell (now Blakelands, Milton Keynes) where I still live with Wendy, my wife and Lucy (our Springer spaniel). Both children, Carrina (born 1982) and Dominic (born 1984) have long since moved out. Both have TRIumph cars although not regularly used. Carrie has a 13/60 Herald convertible and Dom a GT6 Mk2. Both cars were used for their weddings, together with my TR4A.

I passed my driving test on 31/3/1965 when it was early closing in Bletchley, way before the existence of Milton Keynes. My first car was a 1200cc Cortina (8937KX) and my second car was a Cortina 1600 GT (Mk.1), red, DVV227D (1966). My third car was also a Cortina 1600 GT (Mk.2), red, HVV858F (1968). This was not such a classic shape as the Mk1 .

I joined Buckingham Motor Club in the 60's and did a few rallies and became involved with organising and doing route recces for the WIPAC Rally. This was when you could use public roads, but especially farm tracks, usually known as Whites...sometimes 3-ply (i.e. with grass growing up the centre of the lane). My rallying days or nights came to an abrupt end on a night rally in deepest Hertfordshire (I think) when a front wheel bearing collapsed! I hit a bank and rolled the car over, writing it off. My parents wouldn't allow any more.

In the early 1970's I purchased 26 acres of agricultural land and decided I needed a TRactor, so went to the local agricultural dealers in Olney. During negotiations to purchase the said used tractor the rep mentioned they were looking to employ a rep to sell farm machinery. I applied and got the job and spent the next 40+ years buying and selling agricultural machinery with 3 different dealers, retiring in April 2015. My first company car was a Morris Minor then a Morris Marina (the worst car ever), a Vauxhall Cavalier, Mitsubishi Galant (best car to drive and comfortable...most reliable) then into 4x4s when more towing was required. Mitsubishi L200 pick-up (246k miles) and finally a Kia Sorento (177k miles).

I have owned my TR3A WOB375, a UK car, since 7th November 1993. Mileage when purchased was 27846 and now 76681. It was used very sparingly for the first 12 years or so, but now does around 3500 miles a year. It has an overdrive gearbox which is essential for longer journeys. WOB was originally BRG with beige trim but changed to red around 15/4/1969. All owners known from 1967...no history before! Car was restored by TR Enterprises in 1989/1990 at a cost of £14000!! During Easter 1992 WOB was involved in an accident and subsequently rebuilt by Northern TR Centre in July 1992. The previous owner's wife was frightened to be a passenger in the car so it was put on the market. Hence my purchase. I've since found out that WOB was used for hill-climbs in the 70's. The engine has 86mm pistons, so 2138cc, which I only found out when rebuilding the engine in December 2006/ January 2007 @ 51850 miles.



In June 2014 I purchased a TR4A (red again!!) with full service history and 110058 miles on the clock. It came with original green log book showing it was a demonstrator for Stevenson's Motors in Tunbridge Wells, registered 13th July 1967 (KKR444E), before being sold to the first owner on 8th September 1967. It also came with the original "Manufacturers Guarantee" and Servicing Schedules book. The car was in the LVG between 1991 and 2004 when owned by a couple from Eaton Socon. It was purchased by me with the excuse that it would be more comfortable for the wife (as a passenger)!! At present I am rebuilding the engine as a couple of weeks ago I had a problem with water in the oil....not good news!!! I have replaced the figure-of-8 gaskets and am waiting for the cylinder head to be pressure-tested, decoked and skimmed, then I can put it all back together. The liners and pistons (plus 40 thou) have been refitted, all in good condition. The 4A has now done 119460 miles.

Both cars are used as often as possible in all weathers. The 3A toured France and Belgium last year with a couple of laps of SPA plus tours in the UK. Total mileage in 2017 was 3150. The 4A is used mainly for scenic tours with HRCR as we are members. Total mileage in 2017 was 3499. The 4A will be going to Honfleur, Loire Valley and Champagne Region in June 2018 and the 3A to Le Mans Classic in July 2018.

My hobbies when not using my TRs include walking Lucy (Springer spaniel - not girl friend), DIY, gardening, collecting automobilia (signs, petrol pump globes, etc), plus plenty of projects for Carrie & Dom...not forgetting grandson, Edward. Married to Wendy for 43 years, she doesn't find going in the 3A too comfortable, but likes me to use it as it gets me out of her hair!! She finds the 4A a little more refined and acceptable...at a push(not literally).

Paul Richardson (June 2018)



PROFILE : Brian Chidwick

(Deputy Group Leader)

As a software engineer/configuration manager by profession (now thankfully retired), I have only average mechanical abilities and facilities. I was born and brought up in Dover, spent my student years in Middlesbrough before moving back south and working around London before settling in Hertfordshire. My family never had any motorised transport, so when I bought my first motor-cycle, a 1960 Royal Enfield 250cc Crusader Sports, I had a steep learning curve after a big-end bearing seized. I rebuilt the engine and gearbox on my landlord's driveway in Bromley with just a handbook and minimal tools. At least it worked and ran well after I got it back together but in a strangely prophetic way, was a mobile oil leak.

My first 4-wheeled adventure was a 1956 Standard Super 10, bought from a bomb-site car dealer after haggling the price down to £34. This one not only leaked oil at a prolific rate but also burned it, so I travelled with a good stock of cheap oil in my own smoke screen for many months before investing in a reconditioned engine. Having solved the engine problem, I had to learn about worm-and-peg steering boxes but by then I was renting a house in Beckenham which had a garage with a pit, so I spent many evenings underneath trying to minimise the steering play. Alas, we had to move when the lease was up and the Standard went to the great scrap-yard in the sky as there was nowhere to store it in Balham. Fortunately, despite several attempts to get on the Healey ladder by buying a Frogeye Sprite, I had recently bought my first real Triumph, a 1963 Spitfire 4, joined the Triumph Car Club and Croydon Car Club and got interested in motor sport and did some marshalling at rallies and race meetings.

After being made redundant in 1971, I retreated back to Dover whilst job-hunting but within a couple of months the salty sea air was taking a noticeable toll on the bodywork so the Spit had to go before it dissolved. In the New Year, I started a new job in a new town (Stevenage), so I decided I needed a new (as in actually NEW) car to replace the Spitfire and tried to buy a GT6. Incredibly, whilst most car manufacturers were offering discounts of 10-12% for cash buyers, Triumphs (at least the sports cars) were in such demand that it was impossible to get any discount. Not being keen to pay full price for anything, I started perusing various motoring journals for suitable second-hand cars and decided to go for a little more power with a TR4A. Two attempted purchases fell through at the last minute, the first because the owner had problems with the Webers and the second because the overdrive needed work. Eventually I came across an advert in a local paper for a 1958 TR3A, a model about which I knew nothing. I was still transportless, but I got a friend to drive me out to the wilds of Reed and there it was, resplendent in Ford Aubergine, fibreglass front apron and wings, steel hardtop, nylon seat covers and Axminster carpets. The owner had bought the car for his wife but she found it too difficult to drive, but he certainly could and took me for a good blast around the lanes. For me, this was a life-defining moment - the sounds, smell and ride of an elderly



sidescreen TR are like nothing else, especially with the hardtop fitted! Despite it being as far removed from my intended NEW car future, I was hooked and within days I joined the TR Register and the rest is history. I was a founder member of the Lea Valley Group in January 1973 and TR Register 'Spares News' editor from 1983-86.

I used this first TR as everyday transport, run on a shoestring (including a rolled pale blue Hammerite paint job when the Aubergine paint started flaking) and learning a lot about TR maintenance the hard way, until an accident in 1974 due to rear spring hanger failure. By then I also had a 1966 Mk1 (1600) Vitesse, so the TR3A was dismantled pending a rebuild. However, I really couldn't live without a driveable TR and eventually the rebuild project ended-up in storage due to a house move and lack of sufficient garage space, now occupied by a 1965 TR4A. Although I did quite a lot of work on this car, I never really liked the IRS, so in 1977 we bought my current 1960 TR3A and sold the TR4A (for which I don't think my wife, Lynda, has ever really forgiven me!).

Apart from extensive body 'restoration' using the first batches of Cox & Buckles' remanufactured panels, this car was used as regular transport for most of the period up until December 1988, when the crankshaft broke. Despite this, I managed to drive the car several miles home (quite a common feat, apparently), and there it sat for almost 16 years. Apart from an initial flurry of activity to remove the gearbox, nothing much happened due to a lack of time and money, and also the depressing knowledge that there were a number of other areas of the car which I needed to fix or improve. The saga of the eventual resurrection of this car is told in TRunnions #20111 Jan/Feb 2011) onwards which are available on our website.

During the rebuild, Lynda bought another 1965 TR4A to replace her first love, so we were able to start going to classic car events and more regular attendances at LVG meetings again. The rebuild was completed in 2007 and the TR3A is in regular use all year round as a 'daily driver' as well as for holiday transport and classic car tours, although the TR4A has since moved on to another good home.

At LVG's 2010 AGM, the group found itself without an editor for TRunnion, so like a mug I mentioned my former experience with 'Spares News' and ended up with the job. Worse still, I was then informed that 'Editor' was a committee position and also included communications. Since then we have moved from a couple of primitive websites to an official TR Register website and have our own Facebook page. Chris Glasbey has now taken over as TRunnion Editor, although as Deputy Group Leader I am still responsible for communications, but at least I have a bit more free time to pursue other interests.

I have been banned from buying another motorcycle otherwise I would love to replace any of the three models I have owned, especially the Enfield. The Honda CB400T was a perfect commuting and touring bike and the Triumph T120 Bonneville was just a beautiful looking and performing British bike - although the seat height was rather too high for me! Lack of garage space prevents me having a second classic car but I would be happy to have another Riley 1.5 or Vitesse. Nevertheless, there is more to life than cars and bikes, and I am enjoying more time and fresh air out of the garage with our garden railway (45mm gauge, electric-powered and live steam).



Brian Chidwick (June 2018)



The LVG's TR trip to Le Mans came and went with much more pace than the cars in our convoy. Although not incident-free, we had a delightful drive from Calais, through Roenun and onto Le Mans. With the temperature pushing 30°, we were all ecstatic to check-in to the Flexotel tin sheds.

With just about every car you can imagine present in the Loire valley, it's impossible to not come away with an expanded knowledge of the most random vehicles. In my case, I picked up much on the intricacies of a '72 Lamborghini Uraco's steering rack. This before we'd even left our accommodation's car park.

At the racetrack, the atmosphere was buzzing. Even after 3 days of traipsing around, I still feel like we missed a lot (not the 911s though, I've definitely seen enough of those for a while!) The best of the racing was in the early evening when the beers were flowing and the cars kept spinning. Victories for France & England in their quarter final matches only added to a brilliant weekend of fuel filled Anglo-Franco camaraderie.

Dan



LVG 2 LeMans
2018 EXTRA



Five cars, 7 Englishman and a Frenchman depart, headed for Le Mans via the Euro tunnel, so far so good! Different train times meant 4 cars went ahead by 10mins and Dan and I followed.

Dan enjoying the driving in our TR5 and we are cruising along bright sunshine and the stereo loud as we head along the N26. It really wasn't long when disaster strikes Mike and Bens TR5, "TR Down" We all parked on the motorway awaiting tow truck. Inevitably Mike and Ben go with their TR.

Now 2 hours behind we are under pressure to arrive before 10 o'clock to our flexotel.

We arrived with 10 minutes to spare and with left over BBQ and a pint of Ghost Ship I was happy!

To our giant bread bins we retired and up early Dan and I were doing our track laps, 3 glorious laps of the historic circuit. It was a highlight for me, and a memorable experience.

Lots to see at Le Mans, trade stands, access to all the pits, cars parked in their car clubs, all to be admired. There were some special cars and people, all go to make up a great weekend.

Mike and Ben were soon to join us again but in a hire car.

Racing was excellent, we enjoyed the evening racing watching spins and near misses, sitting near the bar and pizza place we were able to keep hydrated.

We all seemed to explore the circuit our own way and at times meeting at the grand stand for a nap and the giant screen for the football, it was all over far too quickly.

The trip home was less eventful, apart from Dan in hysterics as Phil suddenly seems to be climbing out of his TR and over the surrey top to close the petrol cap! A trick he learnt in the circus.

The tour made up of very different characters and back grounds but with one thing in common to enjoy the drive and the weekend.

Look forward to the next tour.

Nick

I'd had a busy start to 2018 with the arrival of my second son Ted in February so I'd been looking forward to the Le Mans Classic and spending time with my father in his TR as part of a convoy. The screech of tyres, swerves, breakdowns and recovery vehicles are all part of the Le Mans experience, I just wasn't expecting it to happen to one of our group, right in front of me, just as I'd got behind the steering wheel on the French motorway! Luckily no one was injured, the TR minus a wheel was recovered and has now safely been returned home, and we all made it to the track ready for the action.

We slept in glorified containers, and dined like kings from plush picnic baskets and the onsite BBQ (which I'm still being ribbed about for piling my plate high on the last night)!

Apparently men can't multitask, but at one point we listened to cars going round the track while watching England beat Sweden in the World Cup quarterfinals on the big screen and the British Grand Prix qualifying on our phone. Some of the senior members of our group meanwhile, fell asleep in the grandstand despite the classic car cacophony! I had a great time with a group of petrol heads sharing my passion for motorsport – I've now got to make it up to my wife for being late for the return journey and not having time to go to duty free!

Guy.



Xtra LVG @ LeMans



Ben and I had a slightly different LMC trip. After only a couple of hours hacking down the French Autoroute and 100 miles out from the Tunnel, the front RH side stub axle failed and gave us a few interesting moments until the car stopped at the roadside with the wheel at a rather jaunty angle. Watch out for a full report in the next issue of TRunnion (if the car is back from its French Holiday by then). Mike Aldridge

LVG members have entered

JOIN THEM

TR's are 4 driving

MIDSUMMER MADNESS

✉ Paul Hogan

Dear Editor

I am very pleased to announce that the proposed 'Coast to Coast' run will now definitely take place over the weekend of June 22nd-23rd. 2019 and is open to TR Register members.

Going from Aberystwyth to Southwold and vice versa, this is a non-competitive event that only requires some basic map reading/navigation skills, but don't let that put you off as a road book will be provided.

Places will, by necessity, be limited to a maximum of 50 cars, with 25 cars starting from Aberystwyth and 25 starting from Southwold. The route has been planned in great detail and will take in an overnight stop at a 4* hotel near Gaydon where all the entrants will meet up for a social evening and dinner.

The event has already attracted a lot of interest from the TR Web Forum with 15 members already provisionally signed up for it.

You don't have to have a TR on the road to join in the fun but you are welcome to bring another classic instead.

Costs will be approximately £150 per person to include accommodation, dinner B&B and route book. A deposit of £30 will be required to secure your place. Please contact Paul Hogan on: p-hogan@btconnect.com with the following details: Name of Driver & Passenger, Model of TR, Membership number, Telephone number, Email, Local group, Preferred start point.