



# The TRunnion

20196 November / December

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



**Editorial** ..... I have no idea what I am going to write. With 30 minutes left before I submit this issue to Brian ....I need to find something interesting to say. I could ask for more articles from our dear readers but both have already contributed several times, for which I again thank them. **Best wishes from all the LVG gang for Pierre's continuing recovery.** We hope to see him back in the TR6 driving seat as soon as possible. At least this is the quiet time with many of us preparing to put the TR into hibernation and carrying out any maintenance work , ready to go touring in the Spring. This is also a problem for Pat and I, since many of the tours we enter just happen to occur on the 3rd Sunday of the month ...which is why we have to miss so many LVG Sunday meets at The Cock. However, at least we are out driving the TR3A somewhere in England or Wales and each touring weekend will add up to 500 TR miles (or **smiles**) .

Almost filled this space ....just a few more lines. I hope you enjoyed the John Hanna feature last issue and pleased to have Ian Cornish guesting this time with tales of 4VC. Seasons Greetings & TRiffic 2020 .....timed out .

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Chris.

Extra Note : **Please send your letters/articles + photos as ATTACHMENTS ....NOT in with your email.** Thank you, Chris .

Deadline date for Text and Pics for next issue : **4 JANUARY**....but most helpful if you can send to me **as soon as possible** ....and 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 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-trlvg@mybtinternet.com](mailto: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.*



*Phil*



*Mike*



*Paul*

**If you have any questions about an event ....or just want to double check that we are attending .....**

**Contact :-**

**Paul Richardson**

*Events Co-ordinator*

*(details above)*

See over for **EVENTS** listing ->

**For a full event listing SEE the LVG website ...**

## Forthcoming Events

Sunday 17<sup>th</sup> November, Group meeting at the Cock P.H. Broom, don't forget to book if you want to eat.

Sunday 15<sup>th</sup> December, Group meeting at the Cock P.H. Broom plus the Bootleg Christmas Lunch, contact Brian if you would like to eat.

Wednesday 1<sup>st</sup> January, Vintage Stony Stratford

Wednesday 1<sup>st</sup> January, Classics on the Green, Barrington, Cambs, from 12 noon

Sunday 5<sup>th</sup> January, Bicester Scramble. Tickets should be purchased in advance. We usually start the morning with breakfast at the Super Sausage, Potterspury near Towcester. Contact the events committee for full details

Sunday 19<sup>th</sup> January, The AGM followed by the annual Kick Off Lunch at Mount Pleasant Golf Club, Lower Stondon. A not to be missed event, complementary tea and coffee provided for the AGM, then if you would like to stay for the lunch please contact Phil Sanford for details. Booking for the lunch is essential. As in previous years there will be a grand raffle and a quiz.

Sunday 9<sup>th</sup> February, MG & Triumph Spares Day, Stoneleigh.

\*\*\*\*\*  
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The Events Committee are busy preparing a list of events to be held next year, plus LVG organised outings, events and tours. Below is a small taste of some of the ideas that are being considered. If you have any suggestions, we would be most pleased to hear from you.

### Winter Events

Curry Night

Film night and talk, possibly the Bentley Boys.

RAF Museum, Hendon, visit including the Lancaster experience

The Adult Panto at the Market Theatre, Hitchin, not for the easily offended!!!!

### Spring and Summer

Cars on Ramps at Robsport, now booked for Saturday 14<sup>th</sup> March

Drive It Day, Sunday 26<sup>th</sup> April

Air Day at Shuttleworth

Shine and Show 15<sup>th</sup> July with the special appearance of TS2

Visit to Kelmars Hall near Market Harborough

De Havilland Museum

Tour of Holland to attend the Dutch National Triumph Day, July 12<sup>th</sup>.

Tour of Suffolk and Norfolk including a visit to the Lotus factory.

*The Events Committee*





No escape from my rambles I'm afraid so here goes

My little upset at the beginning of the month hasn't stopped the group's stalwarts in the Committee from plugging on with excellent work planning the LVG future. The LVG 2020 Calendar is well on the way to being available to buy at our November meeting (Superb value at £5 each representing a classy as well as unique way of solving the Christmas present problems that seem to abound – don't delay though as there is not an inexhaustible number of these being crafted) for this effort many very many thanks must be given to Phil Sanford and Mike Aldridge for sorting out and selecting the photographs. If you're disappointed that you or your car do not feature and you want to star in the 2021 calendar, you know what you must do - take the photos and then send them in to me or someone else in the committee. The only criteria are that they must be of LVG cars and/or people and taken preferably in the year before the calendar is published.



During my brief period in the tender care of the NHS, and subsequently, I have received a huge number of cards and 'get well soon' wishes from LVGers for which I am very grateful and thank you all for doing sending them. Clearly they have all worked very well indeed to get me up and about again so soon. Thank you ALSO to you lovely people that came to visit I could carry on Like this for ages (WELL more than I have already) And still not done justice to you all. The support you have given to Pat and I has been quite overwhelming and we thank you all.



The Biggest regret I have had during the past 6 weeks, besides having a stroke in the first place, is missing the Italian night out in Letchworth. This was clearly a great success for which Phil and Mike (plus of course Chris and Sharon) must be wholeheartedly congratulated and thanked. Next time, I WILL be there, regardless.

Another highlight of October was of course the Practical Classics show at the NECI bought my ticket well in advance of the date and managed to go there but only because Mike Aldridge went well out of his way literally to take me there and, more importantly bring me back again. Not only that

but he looked after me all day (including making sure very wisely that I used hand rails when negotiating the stairs) We shared the day with other LVGers Phil Nick and Mark plus Graham Teeson with his magnificent Rover P4. here's a photo of three of us at the stand in the 'uniform'. Nelson was there as well but our paths never crossed, the TRR stand had the tea and coffee we needed, not to mention the biscuits. Pity the stand minders don't engage with any visitors to the stand though. We did catch sight later of Wayne Scott busy doing some filming work on a Jaguar stand.

One thing on the TRR stand caught my eye, basically what your car could look like if you don't have a back up to the standard bonnet release mechanism This photo should be enough of an incentive to those who don't to get on and fit one asap, go on you know it makes sense.

Apologies for the ramble and hope some of it, if not all, makes sense. My main messages are thank you all for the kindness and consideration you've shown to Pat and myself and Special thanks to Mike for looking after me so well.

*Pierre*





## The Italian Job

The Italian Job was a new style venture for the LVG combining food, a quiz and a feature film. It turned out to be a resounding success with comments such as “brilliant night, thanks to all and especially the chefs”, “a great evening, looking forward to the next one”, and “what a fantastic evening”. Praise indeed and special thanks should go to Sharon and Christalle for the wonderful job they did preparing the food. Mike and I were in charge of decorating the room with Italian and British flags and bunting. We even had table covering in Italian colours, a real stroke of luck finding that! Thanks also to Nick for acting as doorman and Jo helping to get the room ready.

The night kicked off with a 3 course Italian themed meal, the main course being spaghetti Bolognese. During the meal there was a quiz on 1969, this being the year the Italian Job was released, can you believe it came out 50 years ago!!!! John and Stella Richardson scooped first prize, a bottle of Prosecco, won on a tie breaker with the Marshall family who collected the Michael Caine autobiography “Blowing The Bloody Doors Off”

We took the opportunity to record a short video to send to Pierre wishing him a speedy recovery and another one wishing him a happy birthday. They seem to have done the trick as he is now well on the road to recovery.

There then followed the main event which started with a short film “Rendezvous” which was an early morning, high speed drive through the streets of Paris with red lights being ignored everywhere, the original Italian Job film then followed with Michael Caine as the indomitable Charlie Croker. Halfway through the film, in typical 1960s fashion, there was an intermission. Christalle swung into action as an usherette and distributed Cornetto’s from her tray.

If you missed this evening you missed a real treat so get your name down early for the next one. We just need to think of a suitable film and theme. Your suggestions will be most welcome.

*Phil Sanford*





## *The Matteringings of Mancer*

The first weekend in September saw me off to Zandvoort in Holland for the Historic Grand Prix meeting - and I'm afraid it was Squeezyjet and Dutch State Railways for transport, instead of driving there with a group of classic cars.

Our local classic team from Welwyn Garden City were competing at Zandvoort, and had a highly successful weekend, winning their class with the Morgan SLR coupe (fitted with a TR 4-cylinder engine) in the Gentlemen Drivers GT race, and with the Cooper Monaco (with a 4.7 litre Ford V8 stuffed in the back) in the Historic Sports Car race. Fortunately drivers Billy Bellinger and Keith Ahlers had dry races on both days of the weekend, although the Historic F1 cars drew the short straw on Sunday, and were splashing around generating vast plumes of spray. Incidentally, Billy and Keith had to press on as soon as their racing was finished on the Sunday, and get back to the U.K. smartly, as the Cooper was entered in the Goodwood Revival meeting just 5 days later. Sadly there were no "ordinary" TR's entered in any of the races, so TR involvement was limited to the engines in the Morgan SLR and the sole surviving Triumph SLR (although this has a modified TR chassis). SLR by the way, stands for Sprinzel Lawrence Racing - about 1962 John Sprinzel and Chris Lawrence developed and built a very aerodynamic coupe body on Morgan and Triumph chassis.

Zandvoort will be hosting an F1 Grand Prix next May, for the first time since 1985, and I will be intrigued to see if any modifications are made to the circuit before then - certainly the hairpin just behind the paddock has zero run-off space at the moment - let's hope local hero Max Verstappen doesn't leave his braking too late there in front of his home crowd. Compared to some of the modern circuits such as Bahrain or Abu Dhabi, Zandvoort looks a bit narrow in places as well, but is still spacious compared with Monaco.

Later in September, it was off to France for a couple of weeks, but once again not in the TR (perhaps I should be drummed out of the TR Register at this rate). Anyway, have you ever been standing beside your TR at a show, when a passer-by wanders up and says (presumably referring to the car, not the driver) "Oh, that's pretty"? This happened to me in France several times while with the VW campervan - again I assume not referring to the driver. What is it about a colour combination of white and sage green that is so attractive, especially to the ladies? My granddaughters are even threatening to stick flower decals all over the van - now where did I put that spray can of battleship grey?

A few weeks ago, I was chatting with Mike Mercer-Deadman (ex-LVG and now North London Group), and asked for his views on where I could take my TR for attention (hopefully just for routine servicing), following the closure of Pete Cranwell's UK business. Apparently a number of the NLG boys use Moordale Motors at Potters Bar, and have been happy with the service provided. However, a brief discussion in the pits at Zandvoort with Billy Bellinger provided another possible option, as his company is even closer to home in Welwyn, and certainly he knows how to prepare a TR 4-cylinder engine, judging by the pace of the SLR.

The last CACCC tour of the year, the Falling Down Tour, took place at the beginning of October. Incidentally, I am sometimes asked why the name Falling Down - nothing to do with the state of people after a session in the hotel bar (well, maybe not). There used to be a Falling Leaves Tour organised by Haynes, and when they stopped running tours in 2002, CACCC stepped in with an autumn tour, but felt a change of title was appropriate. Anyway, this year's FD tour was not route-planned by muggins here, which made a nice change.

The tour was based at Mickleton in the north of the Cotswolds, at the Three Ways House hotel (home of The Pudding Club). Friday evening involved a skittles session in a local

pub - these were not like the Northamptonshire Skittles we have at The Cock in Broom, but with a skittle alley and complete with a lad to re-set the skittles. The skittles contest was ladies vs. gents (tact prevents me from recording the result), but the individual champion on the night was TR5 driver Peter Coult, so draw your own conclusions. Saturday was a "free-format" day (i.e. not set routes or venues), so we took a brief trip over to Snowhill Manor - this involved driving through Chipping Campden, a tourist hot spot, and the TR must have been featured in scores of Japanese tourists' photos - how do I claim appearance money?

As to the tour itself on the Sunday, route planner Dave Mac took us around some parts of the Cotswolds which certainly I had not seen before, even after three previous tours of the area. Fortunately the weather co-operated after heavy overnight rain, so we had only some muddy puddles to contend with. Looking ahead, the first CACCC tour of 2020 will be heading to the South Coast, based at Milford-on-Sea, near Lymington, on April 24<sup>th</sup>-26<sup>th</sup> - more details later - muggins will be route planner again.

Unfortunately there was one non-starter on the FD tour, as the gentleman concerned suffered a stroke the week before the event, just a few days before our Group Leader Pierre similarly was afflicted. I am glad to say that, after a couple of weeks in hospital, Pierre has made excellent progress towards a full recovery, and should be back home by the time contributions for this issue of TRunnie are required. So, we can look forward to seeing a certain red TR6 appearing at Broom again in the not too distant future - but no pressing on for a little while, Pierre.

*Pete.*





## Anniversary celebration 11 October

# The 4VC story ...by owner Ian Cornish

50 years ago today, I acquired my ex-works Rally TR4, 4VC, so I feel it is cause for some sort of celebration. It was the only one of the four VC cars which remained in this country, when, in 1964, the other three (3/5/6VC) were converted to left-hand drive and shipped to America prior to participation in the Shell 4000 Rally in Canada.

4VC was sold to Gordon Birtwhistle, who worked for Standard Triumph as a test driver. He retained the car until early 1969, when he needed cash to set up his own business and sold to Nick Atkins. Nick owned a twin cam MGA which he raced, but job or some other matter failed to work out and by the autumn, he had to sell the TR. This coincided with my search for a more performant\* vehicle to replace my rotting TR2 ... which, although it was amazingly swift and could stop (disc brakes), would never have passed an MOT. A friend drew my attention to the advert in Exchange & Mart and I went for a test run with Nick driving. I had no doubt that 4VC was the beast for me. It's performance in a straight line, cornering and braking was a huge step up. I paid more than one would for a good standard TR4 but it was fully justified for this special car.

Until 1995, we (Robson, Revington and I) thought that 4VC was the only one of the four VC cars in existence but long after 4VC returned to the road in the summer of 1993 ...having been re-built by "Revington TR", another was advertised in the USA. It was said in the advert to be 5VC ....but Neil and I deduced from the description that it was 6VC. The asking price was ridiculous! Neil waited patiently until the price fell to a level where he considered it worthwhile to travel to the USA to inspect the car. Having re-built my car, Neil was uniquely qualified to recognise a real VC car, and having ascertained that it was 6VC, bought it, shipped it home, converted it back to right-hand drive and, with Bill Piggott's help, regained the registration number.

Not long afterwards, another (it was 3VC) surfaced in the USA. Neil could not afford this as well, so he set up a trust to purchase the car and get it home, where he would undertake the necessary work. By October 1996, all three cars were on the road and participated in a photo-shoot for a French magazine at Middlezoy.

We thought that this was it - 3 out of 4, pretty good for more than 35 years ....and the story was that 5VC had been wrecked and scrapped in the USA. A fellow in Germany built a very nice looking TR4, made it look much like the Works' cars and claimed it was 5VC. It was inspected in detail by Neil Revington but it was definitely **not** 5VC. It was no nicer than the two TR4s built by Manvers for Jonathan Hancox and Mike North.

I'll not say any more at this stage, for the next part of the VC story belongs to Tony Sheach, owner of Beastie (BST82B) ....his ferocious and very successful TR4 rally car ...and also with Gareth Firth, owner of 3VC.

Incidentally, my Uncle bought a 1925 3-litre Bentley in 1938 and sold it 60 years later - not sure I will beat that but I will try !

*Ian .*

*Editor notes : \*performant ...a Jargon word used by software engineers.  
Thanks Ian.*



Ian also noted that his brother had a TR3 which had a considerable amount of angle iron holding the bodywork together. Many TRs really were rough in those days. Ian attended LVG's kick-off meeting in 4VC, which was really quite respectable .



## The Tony Matthews Classic Tour (HRGR) - 15/9/19

Brilliant weather for our tour start at Salop Leisure Centre near Shrewsbury. After the obligatory bacon sandwich, we are off around the narrow lanes of Shropshire to climb the Long Mynd (1,693 feet) ....a little foggy up here but still with spectacular views, to arrive at the Midland Gliding Club for coffee and delicious cakes. Amy Johnson was a club member !

The fog had cleared by the time we left, so we could really admire the precipitous descent with the vertiginous drop at the road edge ....a vertigo sufferers nightmare! We head along the Stiperstones 8 kilometre quartzite ridge, to arrive at Acton Scott working farm for our lunch break. This farm works entirely on 19<sup>th</sup> Century farming practices, using only horse-drawn equipment. After some delicious 21<sup>st</sup> century sandwiches we are off again.

Leg three sees us going via Wenlock Edge with yet more stunning views, to arrive at Delbury Hall, a private estate which we had been given permission to drive through. We drove past the front door, lake and exited via the beautiful walled garden ....to continue to our tea stop (and yet more cake) at Bennetts End Inn, built in 1640.

The last leg takes us via and over the Cleve Hills again and stunning views. We take our last turn right, as instructed, and, for a second, wondered if we had made a mistake as we crossed over a golf course, past the stunning Victorian stands of Ludlow Race Course...and the railway crossing which seemed to be in the middle of the race course! It was correct, as the public road led directly into the Ludlow Food Centre. We finished our event with a 2 course meal in the café.

Another excellent tour on very narrow tracks, as usual. We met with cyclists, horses, walkers and farm machinery as usual but a first for us ....people on an alpaca walking outing !

*Pat G.*



*Editor' view ..... IF you are searching for one of the best TR5s in the UK, then the below is an example that is worth travelling many miles to see.*



### **The Story ...**

Some 15 years ago my wife Pat and I decided that upon retirement we would do some European touring in a Classic Sportscar and having had (many years previously) a TR3 and TR4, we decided on a TR5. After 9 months of seeing some dreadful cars for sale, we found an original car that had been well looked after over the years and we spent a year having it fully re-commissioned along with sensible upgrades. It has been continually maintained and garaged to date.

Since then we have both driven it well over 20,000 miles, mainly in Europe, Ireland and also UK.

It is a beautiful car inside and out. It is quiet, comfortable, quick, good on fuel and easy to drive (helped a great deal by the addition of hydraulic power steering).

However, the time has come to move it to another owner. It is fully ready to drive anywhere and I am not aware of any outstanding work required to be done.

### **The CAR ...**

**TR5, 1968 (built 1967) CP88-0 \* Mohair Soft Top \* White with Shadow Blue interior \* Overdrive \* Knock-on "Minilites" \* Aley Padded Roll Cage with Windbreaker \* Power Steering (hydraulic) \* Matching Numbers from Car to Heritage Certificate and C5A Registration Certificate**

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## Ludlow & The Marches Tour (HRCR) - 13 October

By the end of the weekend, I was pleased that the TR fuel pump hadn't been fixed, as the weather was filthy. The Abarth looked like it had rolled in a field of mud by the time we got home and much hosing and many buckets were required to return it to normal.

The bacon roll start was at the Ludlow Brewery and after driving through Ludlow, we enter Herefordshire via lanes through a dense forest area. Despite the low mist and rain, the trees looked wonderful in their autumn colours. Never have so many kamikaze pheasants been seen on a road. Lots of near misses but no kills.

The coffee shop was at the magnificent and beautiful Pentros Court (15<sup>th</sup> century). The café is in the old cattle sheds. The room was set up for lunch and a live performance of medieval music by Les Penning ....who was Mike Oldfield's mentor !

We climb to a plateau across Brilley Mountain but views are restricted by the weather ...to cross the private 1770's wooden toll bridge (£1 charge) over the River Wye and drive in and out of Wales and through Hay on Wye. More narrow wooded lanes (and more pheasants) to the lunch halt at a rather boring Garden Centre.

Slightly brighter after lunch and we climb in and out of the Wye Valley, following the river for several miles. After such a dry summer, it was amazing to see the river in full spate. We then come out of the valley to a little sunshine which allows us open views of the gorse and fern countryside.

We stop for tea and scones at the Severn Arms in Penybont before going across open moorland and then descending back down towards Ludlow and our 2 course meal at the Ludlow Food Centre. We were presented with 2 bottles of beer from the brewery as our finishers prize.

This was our 9<sup>th</sup> and last HRCR tour of 2019 and we were informed that we had done the most tours of the year, so our prize (!) was to write an article for the magazine of all the events we have done. Good job I'd written them all up for Trunnion!

*Pat G.*

## Bodywork & Paint Job

*Mike Aldridge.*

This article will read like an advertisement, but unless I exclude the company I used, it cannot be helped. I have therefore decided to give you all the details of all my experiences.

Those LVG regulars will know that I have had a rust patch slowly getting bigger just behind my B pillar on my TR5. Well, I have bitten the bullet and taken it to a paint shop for remedial work. We all know it is difficult to find reliable and skilled outlets, but I have been taking my day cars to

LA Paintworks, near Ampthill for a few years now and have always been happy with their work. It's not always been straight forward. I had one side of my Jaguar XK8 resprayed and within 6 months the paint on the side skirt showed signs of separation. Lee, the owner of LA didn't hesitate, he took the car back in and corrected things. That was over 2 years ago and the work remains good to this day (it was actually paid for by the paint supplier as poor paint quality had caused the problem). They are always busy, so getting a slot for work can take a bit of time, but once the car is with them the turn around time is excellent.

It is always a concern to recommend tradesmen (in case things don't work out), but I had sent Pierre and Brian to LA with their TR's and I think both were happy with the results. Brian's car needed rusty areas cut out and patches welded in, similar to my car and I thought the results were good.

As I said, the rust on my car had been spreading over the last 5 years I have owned the car and although it was hard to say exactly why it happened, it was probably air pressure sucking up muck off the road, which worked it's way into the seam between the wing and B pillar. Once this muck was damp it just assisted the rusting process. We should not be frightened of rust, it is something which all cars of the age of our TR's will get in the end. The important thing is to watch out for it and do as much preventative maintenance as possible.

The pictures really tell the story, so I will leave you to decide if the job has been well done, but I am happy. I have no connection to LA other than being a satisfied customer over the last 10 years, but if you want to discuss any areas of paintwork etc on your car go and see Lee and his team.



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