



# The TRunnion

2020 | JANUARY / FEBRUARY

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

Meet: **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](mailto:chris.trunnion@btinternet.com)



## Happy New Year

**Barrington and Stoney Stratford were both popular venues for LVG members on NYD.** Pat and I visited an RSPB reserve and saw what for us was a rare Kingfisher sighting. We did go for a TR drive on 2nd Jan. *Chris.*



As I edit this issue it is clear that a good breakfast makes an important start to any classic touring day ...and in this case the Super Sausage café gets equal billing with Bicester Scramble/fried!

Local Groups are the backbone of our great club and Brian, Jon, Paul and myself will have been reminded of this as we returned from the excellent January meeting at Hopcrofts Holt.

With thanks to Pierre, Mike, Phil and all the LVG Committee for enthusiasm in keeping LVG as active as members want it to be and more!

**See you at our AGM + Kick Off this Sunday**

*Chris.*

**NO space for index this issue ...just read it all OK !**

**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 : 29 FEBRUARY....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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**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.*

## What's Happening NEXT ?

**Sunday 19<sup>th</sup> LVG AGM and Kick Off Lunch at Mount Pleasant Golf Club, Lower Stondon SG16 6JL.** Come along to the AGM which starts at 12 noon and hear what is planned for the coming year and have your say in what events you would like the club to do. Pierre will deliver a short roundup of the past year and Phil will outline the position of LVG finances. There will be a presentation of a trophy for clubman/woman of the year and a cup for best newcomer car of the year. Tea and coffee will be provided free of charge. This is a great opportunity to catch up with old friends and make new ones.

**Tuesday 4<sup>th</sup> February A "day car" visit to the RAF Museum at RAF Hendon.** This is a fantastic museum which covers the history of the RAF and is full of aeroplanes and artefacts. Entrance is free but there is a charge for carparking. If you would like to take part in the Lancaster Experience, a virtual reality flight on the Dambusters raid, there is a small charge. Please contact Phil or Mike as soon as possible if you would like to go. [p.sanford051@btinternet.com](mailto:p.sanford051@btinternet.com) or [mikealdridge@virginmedia.com](mailto:mikealdridge@virginmedia.com)

**Sunday 9<sup>th</sup> February MG & Triumph Spares Day at Stoneleigh.** The ideal opportunity to bag a bargain or fill up on spares that might come in useful one day! Don't forget there will be free tea, coffee and biscuits at the TRR stand. Book in advance before the 8<sup>th</sup> February to get £3.00 discount.

**Sunday 16<sup>th</sup> February lunch time group meeting at the Cock PH Broom**

**Saturday 14<sup>th</sup> March Cars on Ramps at Robsport.** The ideal free opportunity to get your car given a once-over whilst up on the ramp at this respected Triumph specialist. Afterwards join us at the pub down the road for a little light refreshment. See elsewhere in this edition of TRunnion for the booking form.

**Sunday 15<sup>th</sup> March lunchtime group meeting at the Cock PH Broom.**

**Friday 27<sup>th</sup> to Sunday 29<sup>th</sup> March Classic Car and Restoration Show at the NEC.** Use club discount code RSCC1472 to get a discount on advance tickets

For other events during this time see the full list of published elsewhere in this edition of TRunnion.



## January

Sun 19<sup>th</sup>. LVG AGM & Kick off Lunch – Mount pleasant Golf Club, Station Road, Henlow, SG16 6JL

Thurs 30<sup>th</sup> Monte Carlo Rallye Historique passage control. Banbury Town Centre.

## February

Tues 4<sup>th</sup> RAF Museum, Hendon, including Lancaster experience

Sun 9<sup>th</sup> Triumph Spares day – Stoneleigh

Sat 15<sup>th</sup> Snowdrop Run – <https://cambsmgoc.com/snowdrop-run/>

Sun 16<sup>th</sup>. Sunday Lunch Time Meet – Cock at Broom

Thurs 20<sup>th</sup> – Sun 23<sup>rd</sup> – London Classic Car Show at Olympia

## March

Sat 14<sup>th</sup>. Cars on Ramps at Robsport - <https://robsport.co.uk/index.php/about-us>

Sun 15<sup>th</sup>. Sunday Lunch Time Meet – Cock at Broom

Fri 27<sup>th</sup>-Sun 29<sup>th</sup> Classic Car & Restoration Show - NEC

## April

Wed 1<sup>st</sup>. Evening Meeting - tba

Sun 19<sup>th</sup>. Sunday Lunch Time Meet – Cock at Broom

Sun 19<sup>th</sup>. MK Classic Car Tour LU5 6HE

Sun 26<sup>th</sup>. Drive it Day

## May

Sun 3<sup>rd</sup> Shuttleworth display day tba

Wed 6<sup>th</sup>. Evening Meeting -tba

Sun 10<sup>th</sup> Herts Auto Show, Stanborough Park, W.G.C.

Sun 17<sup>th</sup>. Sunday Lunch Time Meet – Cock at Broom

Sun 17<sup>th</sup> \*Standard Triumph Picnic, Walton Hall Hotel, Wellesbourne, Warwick. \*

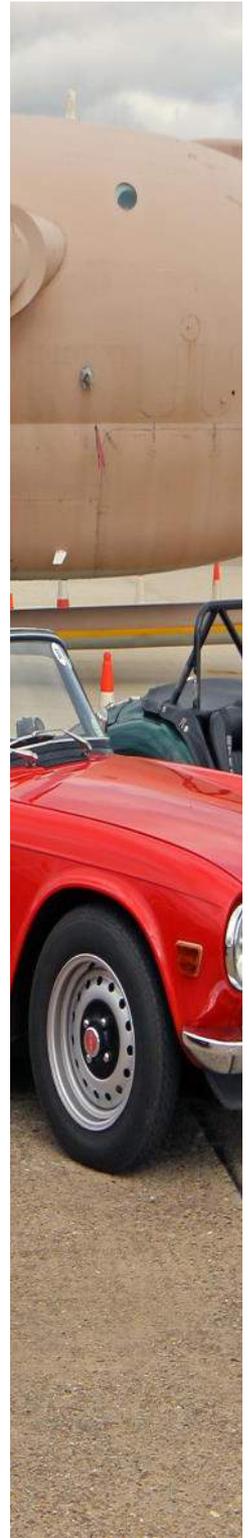
Sun/Mon 24<sup>th</sup>–25<sup>th</sup> Festival of Motoring, Peterborough Arena.

Sun 31<sup>st</sup> Classic Car Show at Elveden, Suffolk

## June

Wed 3<sup>rd</sup>. Evening Meeting -tba

# 2020 Diary Dates



Sun 21<sup>st</sup>. Sunday Lunch Time Meet – Cock at Broom

## July

Wed 1<sup>st</sup>. Evening Meeting -tba

Fri 3<sup>rd</sup> - Sun 5<sup>th</sup> Classic Le Man, France – contact Nick Theze for details

Sun 5<sup>th</sup> TRR Eastern Area 50<sup>th</sup> Anniversary BBQ, The Manger, Bradfield Combust, Bury St. Edmunds

Mon 6<sup>th</sup> – Mon 13<sup>th</sup>. Dutch Tour including Dutch National Triumph Day in Doorn - 12<sup>th</sup> July

Wed 15<sup>th</sup>. Shine & Show – Cock at Broom

Sun 19<sup>th</sup> Sunday Lunch Time Meet – Cock at Broom

Fri 31<sup>st</sup> July - Sun 2<sup>nd</sup> Aug. Silverstone Classic

## August

Sun 2<sup>nd</sup> Helmingham Hall Classic and Super Car Day, Suffolk. Eastern Area get together.

Wed 5<sup>th</sup>. Evening Meeting -tba

Fri 14<sup>th</sup> -Sun 16<sup>th</sup> \*All Triumph meeting at Stratford upon Avon (IWE)\*

Sun 16<sup>th</sup>. Sunday Lunch Meet – Cock at Broom

## September

Wed 2<sup>nd</sup>. Evening Meeting -tba

Fri 4<sup>th</sup> – Sun 6<sup>th</sup> – Zandvoort Historic Grand Prix, Holland

Sat 19<sup>th</sup> – Sun 20<sup>th</sup> Kop Hill Climb 110<sup>th</sup> anniversary

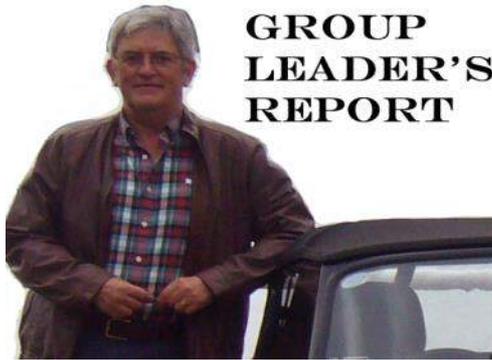
Sun 20<sup>th</sup> Sunday Lunch Time Meet – Cock at Broom

## October

Sun 18<sup>th</sup>. Sunday Lunch Time Meet – Cock at Broom



*Everything RED ....is LVG organised!*  
*\* are TRR organised .*



## GROUP LEADER'S REPORT



Here we are another year and another TRunnion another set of great events planned for the imminent 12months. What's not to like? Not only that but no doubt you have your very own TR enthusiasts' calendar in which to note down everything so as to be sure you miss nothing wot! No calendar? Talk to Phil Sanford so he can enlighten you and lighten your wallet/purse of £5 at the same time.

Now, Shefford may not strike you as being a centre of gastronomic excellence but on 28 November, the LVG visited the Shefford tandoori restaurant. This restaurant has received many awards over its 20 years including being voted the best south east Asian restaurant in the country in 2014 by the tiffin club of the houses of Parliament. No doubt you can read all about the evening elsewhere in TRunnion but this was an exceptionally convivial gathering of LVGers including some who we haven't seen for a very long time. It was great to be able to put faces to what had previously been only names in a membership list. Welcome Hazel and Geoff Brace.

Welcome also to James Bassett of Ickleford new member to the LVG. Hope to see you soon at one of our events. Apologies to any other new member to LVG, not mentioned here. My email system has been somewhat erratic over the past 6 months and I know that several emails sent to me have failed to arrive (or perhaps they did arrive and my 'less than focussed' mind failed to register them properly so being inadvertently deleted). On that basis therefore anyone awaiting a response from me to an earlier email should try again or give me a call.

Having now mentioned again my mishap back in October here is a short update. The more obvious stoke symptoms have abated significantly but not so for the less obvious such as occasional confusion (some would say that is close to my permanent state so nothing new) and beingsometimes a little slow in making decisions. These last 2 features are common to many stroke victims and are the reasons why I am still not driving and want to repeat my deepest thanks to Phil Sanford and Nike Aldridge for all the practical support they have given to Pat and I over recent weeks, including ferrying us around and help with fixing our TR (more to follow on that).

Straight on to the TR woes then. The car is currently not roadworthy in MoT test terms, as the windscreen washers don't spray the screen. The pump runs and a little fluid dribbles out of one of the outlets. But that's it. So, the next step was to investigate the pipes and junctions. For this I needed to drive the car out of the garage and while doing this I noticed that 2 of the indicators were not working. One was easy to fix being a faulty bulb holder



(poor design as described in previous Trunnions). The other was easy to fix, being a loose connector, but in an awkward place to reach. To help with this I decided to make up a short test lead. I was doing this while standing alongside the car and placing the tools on the car's roof, unfortunately my crimping tool slid off the roof and landed on the top edge of the half open driver side window totally smashing it! Getting a replacement was easy and fitting it should have been straight forward, especially as I again had the invaluable help of Mike and Phil, except that the window delivered was for a Mini not a TR, which wasn't realised until the point at which it was to be put in the door. B\*\*\*\*er! It looks as though I need more tea and cakes in a few days time. In the meantime I'm preparing to refit the door card using screws rather than those awful spring clips. Apologies to those who favour originality but this is just plain common sense in my view. And yes, I still hope to get the chance to look at the washer problem before the MoT in a few weeks (yes I am one of those who persist in maintaining a valid MoT certificate).

I am sure you all know about the LVG bright Spark Trophy. This is awarded at each Sunday meeting to someone who has personally done some work on their TR. It is only on very rare occasions that more than one person owns up to doing something on their car, leading me to think that the LVG TRs are very reliable indeed or are not being used much or we have a very shy bunch of members. To be in the running for the BS your exploits do not have to be major in their extent, or highly technical, they have to simply catch my imagination or sympathy and you're in with a chance. Drawing blood get you half way there. The sole obligation you have in winning the trophy is to turn up at the next meeting so that it can be passed on to the next recipient.

I am writing these words at the end of a tiring day at the Bicester scramble (blame all the TYPOs on my tiredness and lack of focus). Again thanks to PHIL for the driving today. The event was well attended by the LVG with half a dozen Care turning up. NEARly all mad it to the breakfast at the SUPER Sausage. the sole absentee was Nick as tilley didn't appreciate the prompt start to a Sunday morning and stopped running correctly en route. However it appears that the TRR BREakdown insurance worked as well as could be expected and Nick aPPEared at Bicester just a couple of hours after the rest of us albeit not as well fed. The Bicester event was as popular as ever and just as cold as the past two years. we had the chance to chat to other TRR members from the Cam Followers, North London and Thames Valley groups. However the only TRR sail banner I spotted was our own, now using the new 6-segment pole that fits inside a TR boot. You can read more about our day and see a few photos elsewhere in this TRunnion. I'll Pack in now so that you can move on to other more interesting articles in this excellent magazine

*Pierre .*





## Thanks Paul ...

After so many years of co-ordinating event choices for LVG members you have now hung up this particular hat .....leaving even more time for taking part in classic touring events at home and in Europe. Most of us can't keep up with your pace ...and here you are leading the way to the Scramble at Bicester ...and flying the club banner.

See you on Tour



## Bicester Scramble - 5 January ...

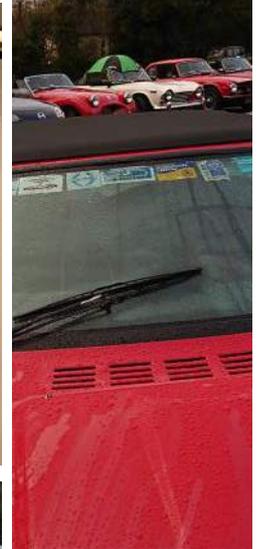
This event has become something of a tradition for the LVG to start the New Year off. I believe it is the lure of a full English breakfast that gets us out early on a cold January morning, either that or madness! We had six cars set off for the Super Sausage Café at Potterspurty, just outside Towcester. Unfortunately, Nick suffered an electrical fault on the way and had to be recovered back home. He did manage to make it to Bicester later on in the morning in his day car, that is dedication for you. For those that do not know of the Super Sausage, it is a very popular café much frequented by car and motorbike clubs, styled on an American diner. They have won Britain's Best Café Award and many other accolades. Nine LVGers and two Cam Followers enjoyed a hearty breakfast and then with Paul in the lead it was a quick ½ hour drive to Bicester.

As it is now an all advance ticket event there was very little queuing to get in and we were soon parked up and in the LVG banner was run up its new flag pole. The new flag pole has shorter sections which means that Pat will now not have to share her seat with it in the TR6! Bicester Heritage Centre is based on the former RAF site and is dedicated to promote the dynamic future for motoring past, present and future. Many of the former RAF buildings have been refurbished and are now used by an eclectic mix of motoring related business. The Scramble gives you the opportunity to explore these businesses to see what they can offer, from bespoke exhausts to full blown restorations. There are also plans for a modern 344 room hotel and conference centre. Could this be a venue for a future Inter-club Triumph Weekend?

We all drifted off in small groups to look at the huge array of cars on show within the Heritage area and in the car park. There is certainly something to suit everyone's taste in cars, from the exotic to the everyday. A final meet up in the car park and then off home to try and warm up, which to be honest took me quite some time.

*Phil Sanford*





**Where it all began. 50 years ago, the TR Register was formed from that first meeting at "Hopcrofts Holt" ...read the story of this anniversary in next TR action**





## *The Mutterings of Mancer*

As this is the first TRuncheon of the year, seasonal felicitations to one and all - may you have many miles of trouble-free TR-ing in 2020.

By the time you read these mutterings (always assuming you do and don't turn immediately to a more interesting page), the Group AGM and Kick-Off Lunch, held at Mount Pleasant Golf Club once again, either will be imminent or will have taken place. Incidentally, as a car club, why not give the lunch a title with more of a motoring connection - how about the Jump-Start Lunch? - but maybe that would be pushing our luck, with lines of TR's in the car park - "after you with the jump leads". Anyway, just a week before the LVG lunch, the TR Register will have celebrated its' 50<sup>th</sup> birthday, gathering back at Hopcroft's Holt Hotel (a few miles from Bicester), the scene of the inaugural meeting. Of course in 1970, TR6's were brand new, and the TR7 was not even a gleam in the designer's eye.

50 years ago I was a mere slip of a lad (but if you believe that you'll believe anything), only married for two years, and just starting a second season of autocross. My transport was a Ford Corsair V4, not the most exciting vehicle on the road, but adequate for towing the trailer laden with the autocross car (although I did burn out the clutch later in the year). In 1970 I could happily leap in and out of any vehicle (I was going to say with gay abandon, but that's something which has changed meaning over the years). Anyway, I wonder if any other LVG members of senior years have suffered from a nasty affliction called "TR Back" - I sustained said problem on the Falling Down Tour actually getting into the TR - perhaps I would find the services of a 23-year-old blonde Swedish masseuse to be beneficial - or is that something else which might have changed after 50 years?

Anyway, enough of these senile ramblings. Looking forward to the 2020 classic season, I fancy the proposed LVG trip up to Norfolk to see the Lotus factory. This has a link back to 1970 again for me, as the autocross car had a Springalex steering wheel - these were standard equipment on Lotus racing cars at the time. Maybe the tour would be a weekend trip with an overnight hotel stop somewhere - simply to provide refuelling facilities of course - the cars can look after themselves. The Shuttleworth flying evening is tempting also - LVG have attended these events in the past with priority parking close to the runway - fairly expensive even 10-15 years ago so don't know what the cost would be now. Unfortunately the Holland tour is a non-starter for us, as we will have returned only a week before from a wedding in Brisbane, immediately followed by CACCC Tibbles Tour, and with a holiday in the campervan imminent.

So (sorry Pierre, couldn't resist one use this issue), the lad from the Stevenage "slums" (his quote not mine) has won his sixth Formula 1 World Championship, and now needs just one more to equal Schumacher's seven - he is only 8 wins away from achieving 92 Grand Prix victories, which would be a new record as well. Maybe he will do the double in 2020 (he won 11 races in 2019) - but not if people like



Verstappen and Leclerc have anything to do with it. The situation in the Ferrari team is going to need plenty of man-management - the No.1 driver who has four championships and 53 G.P. wins (Vettel), has been shown up in 2019 by the new no.2 driver (Leclerc) in only his second season of F1 - interesting. It all reminds me of 2007, when Hamilton made his F1 debut with McLaren and trounced Alonso (the reigning World Champion) - Alonso never won another championship and Hamilton went on to glory. I wonder if Mr. Vettel is a student of F1 history? Anyway, the F1 pundits are predicting now that Hamilton will join Ferrari in 2021 - retirement for Vettel?

OK, back to TR topics - my search for a servicing & maintenance facility for my 4A seems to have settled upon JB Sports Engineering in Welwyn Garden City (nice and local), and I will get the car booked in for attention at some point over the winter. Pete Cranwell has left me a small list of outstanding issues to be sorted - nothing dramatic but the type of problems you would expect with a 54-year-old vehicle (no smart remarks about how the 75-year-old driver could do with some attention as well, please).

For those LVG-ers who participate in CACCC tours (quite a number in recent years), a reminder that the 2020 Springing Up Tour will take place over the weekend of April 24<sup>th</sup>-26<sup>th</sup>, based at the South Lawn Hotel at Milford-on-Sea, a few miles from Lymington. I have the route planned on the map already (well, there is not much on TV usually, or maybe I should just get out more) - entry forms will be issued soon, so I suggest a quick response if you plan to join us. The traditional one-day CACCC tour, Tibbles Tour, will take place on June 28th, - a possible route has been planned for this as well (I really must get out more), starting from Mount Pleasant G.C. at Lower Stondon again. Not a CACCC event, but a few days later, on July 1<sup>st</sup>, there is the gathering in the Walled Garden at Luton Hoo. What about the Falling Down Tour in the autumn? - even I haven't got that far yet!

Pete .



## 2020 Vision

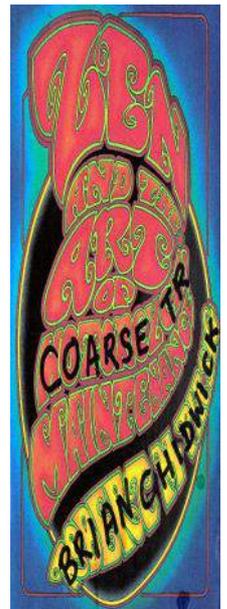
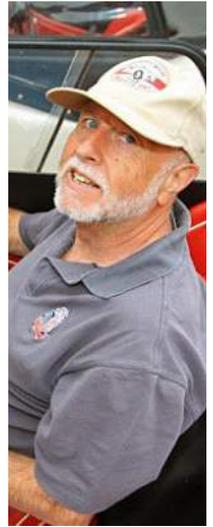
It's customary at the start of a new year to review the old year and make resolutions that will invariably falter within the first month. For a number of LVG members, 2019 has been a year to forget and for some an '*annus horribilis*', so I wish all of us a much better start to the Twenties. However, some pedants are keen to point out that this may not in fact be the start of a new decade for which we apparently have to wait until 2021. Unusually for this particular pedant, I couldn't care less!

Looking back on the past year, I can see a huge number of jobs started on my TR which are at best 75% complete, partially due to lack of time caused by life, the universe and everything but also, after 12 years back on the road with incredible reliability, my TR decided to throw a few 'wobblies'. Fortunately, these all proved fixable and did not keep the car out of action for more than a few days at a time. On the positive side, some of the solutions involved relearning skills acquired over a lifetime of TR ownership, but long since forgotten. Until a few months ago, I can't remember the last time I dabbled with SU problems following fuel starvation, set up timing from scratch after a loose clamp allowed the distributor to slip for-and-aft and eventually pop up out of its drive slot or had to rewire broken dynamo terminals buried under the SAH exhaust manifold (to mention just three and I can confirm that there was much blood shed on the latter).

If I were to make a resolution, it would be to finish the jobs still in progress before tackling the ever-growing list of '*round tuit*' improvements.

1. Finish splitting the gearbox tunnel into two parts to make it easier to replace the gearbox mount and access the propshaft U/J.
2. Install the seat belts with eye-bolts and carabiners so that they can be fitted and removed as required.
3. Connect and test the headlight relays before the main lighting switch burns out.
4. Fit the spring-loaded steering box-top plate to further improve the straight-line steering.
5. Fit the reversing lights, fog lights and spot/long-range driving lights.
6. Everything else that I've forgotten.

I'm sure these jobs would be little more than a few day's work for many of our group, several of whom will have rebuilt a TR or two from the ground up by the end of the year, but I suspect some of my list will still be outstanding as we enter 2021. Unashamedly, my greatest priority is to drive the car as much as possible and make up for the many events we have had to miss or cancel in recent years. I have already been clocking up the miles during the first week, starting with the New Year's Day meeting at Barrington and using it as a 'daily driver' whenever possible, including several runs mainly on my favourite muddy lanes, so *Dirty Girl* is really living up to her name. Whilst 2020 may or may not be the start of a new decade, it is definitely a major milestone for the TR Register and it will be *Dirty Girl's* 60th birthday on 20th July, so as much as I like the crusty look, I guess I will have to throw a bucket or two of water over her before the TRR 50th Anniversary weekend at Hopcrofts Holt and again in July. Two baths a year should be about right shouldn't it?



*Brian Chidwick*

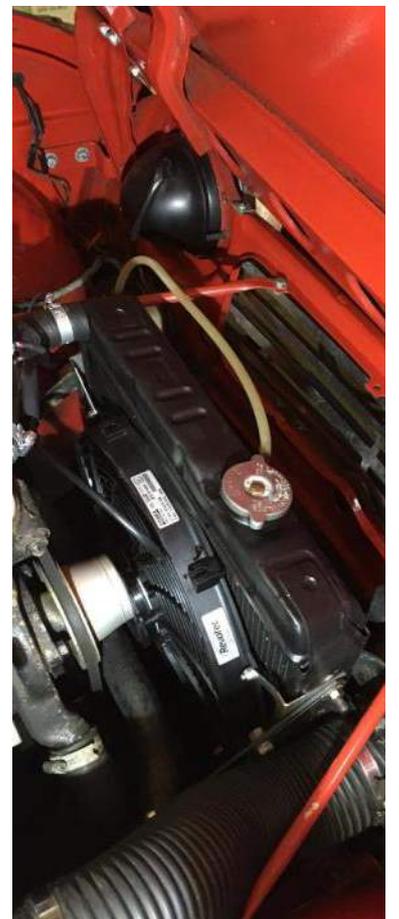
## Radiator failure & electric fan fitting

Just when I thought I had sorted most things on my TR5, I decided to drive it to Brian & Lynda's Bootleg Christmas Lunch at the Cock, only to have it boil over 2 miles from home, on the way there. Opening the bonnet revealed water spouting out of a hole in the front of the rad and although I put more in, it just flowed straight out. Blast it, or other such thoughts went through my head, before realising I needed to call out for recovery and get Christalle to the lunch, at the very least. Very quickly a cab was on its way, but before it arrived, Jenny & Colin Smith pulled up on their way to the same lunch, so part of the problem was solved. Those of you who read my articles, should remember that I had to use the TRR breakdown insurance to get my car back to the UK, when the front stub axle sheared on the way to Classic Le Mans in 2018. The radiator problem was my second problem needing to use my DAS recovery policy and I have to say the £40 annual premium is an absolute bargain, giving a quality service. On this occasion, I placed the call for assistance and an AA van arrived within 20 minutes; fixing the problem was not an option, so I was towed home. Jumping into my day car had me arrive for lunch around half an hour after Christalle.



A few members have used Kempston Radiators in the past, so only a couple of days later, I had the rad out of the car and delivered for a re-core. 36 hours after delivery, I had a call to say the work was completed and I could collect it the next day. That is a super fast turn around, especially just a few days before Christmas. No reason for the rad failure could be found and they expect it was just time expired that caused it to rust through.

Around 12 months earlier I had purchased a Revotec electric fan to replace the standard mechanical fan. No point rushing these jobs, but with the rad now out, it was sensible to install the new fan. Like most jobs, it is so much easier with another pair of hands to help and so Phil Sanford's offer to assist was gratefully taken up. The job is reasonably simple, but one area that did cause a bit of an issue was removing the extension attached to the crankshaft, it needs removing to give room for the electric sucking fan to fit between the rad and the engine. The bolt holding the extension would not come off and simply turned the engine over when applying pressure with a long breaker bar. Raising the issue on the TRR forum gave a number of suggestions. My impact wrench couldn't budge it and in the end Phil had a large Stilson, that we attached to the extension and with relatively little pressure on the breaker bar, it undid. We used the reverse procedure to do up the shorter replacement bolt to the required 120lb/foot torque. Phil was a great help throughout and his knowledge of wiring was most appreciated. We fused the fan with



a direct feed from the battery, with the temperature sensor fitted in the top radiator hose.

The first outing with the new configuration was an 80 mile round trip to Barrington on New Year's Day. All went very well, although I will need to adjust the temperature that the fan kick in. Something for me to fettle as the warmer weather arrives.

So to the recommendations for this month.

TRR breakdown cover with DAS via APlan car insurance (administered through the AA). The cover may not be all inclusive like some of those from the RAC or AA, but it has proved excellent for me on both occasions I have needed it and with 6 call outs allowed a year, the £40 annual premium is exceptional value.

Next is the work and service I received from Kempston Radiators

<https://www.kempstonradiators.com/>

The re-core cost £240 inc VAT and the turn around time was very fast.



Fingers crossed for an event free year of TouRing during 2020 and beyond

**Mike Aldridge**



Our Tech guru, David Dawson highlights some interesting information regarding the fitting of LED bulbs to your TR. Most illuminating ....a brilliant read .

Take a look at the website of **ABD.co.uk** for more info ....

## ARE LED UPGRADE BULBS ROAD LEGAL?

Let's start with the short answer: Technically, LED upgrade bulbs **are not road legal**.

To find out why, we need to delve into the specifics of the legislation...a boring job but we've done it for you!

legislation.gov.uk (section 4 & 5) states that **dipped beam** and **main beam headlights** are required to have an approval mark (usually E mark) or a British Standard mark. For nearly every other application on your vehicle, an approval mark is also required.

The legislation is quite detailed and in-depth so we won't go into it all here. But for example, stop lamp bulbs are required by law to operate between **15 and 36 watts**. The full legislation that covers halogen and filament bulbs is **ECE Regulation 37** and is 217 pages long!

This may feel like the legislation is a bit pedantic but it's worth noting that these rules are in place for your safety and the safety of others on or near the roadside.

### That's Fine, Just E Mark the LED Upgrade Bulbs...right?

Unfortunately not. LED upgrade bulbs can't be classed as road legal because they **cannot be E marked** or have the British Standard mark.

The reason that LED upgrade bulbs can't be E marked is simply because **no legislation exists** for the use of LED technology in a headlight unit built for halogens.

Headlight units are manufactured around a specific technology. Let's say that the bulbs for your dipped beam are H7. The "**H**" **stands for Halogen** meaning the headlight unit has been purposely built for a halogen bulb. The number that follows the "H" indicates that only a H bulb with the same number can be installed.

The aftermarket LED bulbs that are available have only ever been designed to replace their halogen counter parts and without supporting legislation, they can't achieve an E mark.

## CAN LED BULBS STILL PASS AN MOT?

Regulations regarding lighting and MOT's is a **completely different** kettle of fish.

**The Road Vehicles Lighting Regulations** states a bulb needs to be E marked, approved or have the correct wattage in order to be road legal. However this is **not a requirement** that is checked by an MOT testing station. This is probably due to it being an almost impossible (or at least insanely lengthy) task. If they have to check approval marks on bulbs, they would have to do this for every component on the car! That's just not going to happen.

Instead the MOT stations adhere to the **MOT Testing Guides**.

### What do the MOT Guides say about LED bulbs

**"Check HID and LED headlamps for mandatory levelling and cleaning devices"** and the assessor needs to check the lighting for **"Operation"**, **"Security"** and **"Condition"** which essentially means that they need to make sure that they work and are fitted correctly.

That's it. Nothing else is mentioned regarding the use of LED headlight bulbs.

Now you would be forgiven for thinking that aftermarket LED bulbs would therefore fail an MOT as you would not have a self-levelling or headlight cleaning system installed. However **Section 4.1.5** of the **MOT inspection manual** states that not all vehicles are fitted with a levelling device so if your vehicle doesn't have one, **it would not be tested**.

With no other mention of after-market LEDs in the MOT guidelines, all that is left is for them to check is that the **beam pattern** is correct and the colour of the light is predominantly **white, white with a blue tint or yellow**. Any good quality after-market LED bulbs will meet this criteria.

As long as the beam pattern and the colour of the light is correct – **then there is no reason an LED upgrade bulb will fail an MOT**.



## TR5 throttle link problems...

After my article in the last Trunnion about a paint job, I am starting to feel like I produce adverts for tradesmen. However, I make no excuse for giving details of businesses, I use to help sort my car. I will only recommend places that have given me good service and actually complete the work to my full satisfaction. That's the T@C's over, now to the article.

Back in June 2019, LVG visited Revivals garage in Thriplow, not far from Duxford, to put our cars on their rolling road. The original owner, Richard Wakeling, has vast knowledge of classic cars and although the garage is now run by his daughter Shelley and son in law, Mark, Richard works a few days a week and was happy to accommodate our group visit on a Saturday morning. He pays great attention to detail and will only allow a full run up on the rolling road, if he feels the car is in a fit state to run at full throttle. He actually found one car with pre detonation and worked to retard the ignition before running the car up. My car was passed to run, but they could only squeeze out 76hp at full throttle. Upon investigation, it looked like my throttle linkage was fouling the air intake bracket as it opened.

With the RR session, principally just a run up to get performance graphs, but with minor tinkering, it was agreed I would return at a later date, for further investigation of the problem. Phil Sanford's TR5 needed some additional work and we jointly agreed to return and also get updated performance graphs. As we were in the middle of our busy LVG events season the return did not happen until mid October.

Phil had worked with David Dawson to put some shims in to his fuel MU, so he just needed a run up on the RR to get the latest performance figures. When we took off the air intake from my car, we found that the whole throttle linkage was fouling in various places. Here we had a big benefit of being able to compare any differences between the 2 cars and found the various rods etc, were quite a bit longer on my car and this was the reason for the fouling and restriction to open to full throttle.

Richard agreed he would sort it for me and although rather unexpectedly, we left the car there and Phil gave me a lift home in a well running TR5.



With the details from Phil's car Richard and Mark set about cutting down the linkages and refitting to get me those lost horses back. Along the way, they found the throttle pedal bracket was rather bent and it looked like the PO had tried bending things to accommodate the fouling rods. Why do most jobs on our cars start off looking simple and turn into more work??

Having been away for a couple of weeks, I went to collect the car only for Mark to tell me he was not happy, as the throttle cable was sticking and he thought a new one was required. He would fit it for me at no extra cost, so I agreed to get one when I went to the NEC for the November Classic Car Show. Fitting a throttle cable is a relatively easy task, so I did it. However, the outer cable seemed fractionally too long to allow the throttle to idle properly, so after a call to Mark, I went back to Revivals and he cut the cable down and now the car has found a full 113hp and goes more like it is supposed to. Phil's car has 120hp, but it is easier to keep up with him now.

Back to the Advert.

Revivals garage are at Lodge Road, Thriplow, Royston, SG8 7RN.

Phone 01763 208043

<http://www.revivals59.com/>

I found them friendly and well priced. They also do MOT's and are sure to understand the foibles of our Triumphs. Mention LVG and I am sure they will welcome you with open arms.

Also, look out for a copy of the LVG calendar that is hanging in the office.

*Mike.*





**TR Register – Lea Valley Group**

**CARS ON RAMPS**

**Saturday 14<sup>th</sup> March 2020, 9.30am**

**Kindly sponsored by Robsport International**

**(<https://robsport.co.uk/index.php/about-us>)**

How often do you get to see the underside of your car? Ever wondered where that rattling noise came from? Are you sure all those underside nuts and bolts are tight?

Worry no more. Our good friends at Robsport International have once again kindly agreed to sponsor a Cars On Ramps event on Saturday 14<sup>th</sup> March 2020. Benefit from a quick “once over” and expert advice on all matters underneath, courtesy of Robsport’s excellent team.

Each car will be placed on their ramps for a **free general inspection** which will take approximately 15 minutes per car during which areas requiring attention can be identified. Note that past events suggest that some cars may require a little longer than others! For those of you with perfectly maintained cars (even with a fresh MOT certificate), it is surprising what unexpected faults and potential problems can be picked up with fresh professional eyes so it is well worth the effort to get your car there. Even if you don't have a working TR at the time, it is extremely instructive/amusing (delete as applicable) to see other members' cars under the microscope.

Don't miss out! Book now for this superb free event! Most of us will be adjourning to the neighbouring Green Man in Shepreth for a “light lunch” or just a drink afterwards. Please note, lunch will also require booking but is **definitely not free!**

To register, please complete the reverse side of this form and send it to

**Pierre Miles, 27 Wrights Orchard, Aston, Stevenage SG2 7HR**

Alternatively, scan the completed form and return it to [pierremiles@hotmail.com](mailto:pierremiles@hotmail.com)

We look forward to seeing you at:

**Robsport International**

Units 1-3 North End,

Dunsbridge Turnpike,

Shepreth,

Royston, Herts

SG8 6RA



**TR Register – Lea Valley Group**

**CARS ON RAMPS  
Saturday 14<sup>th</sup> March 2020, 9.30am**

I understand, accept and agree to the disclaimer below. Please book me in for the LVG Robsport Cars on Ramps event.

\_\_\_\_\_  
Member Name (block capitals)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

If you also wish to have lunch at the Green Man, Shepreth afterwards, please enter the number of people in this box so we can book on your behalf.

**The Small Print**

The TR Register (Lea Valley Group) wish to state that, whilst we are pleased to assist our members by providing information and advice, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company, its servants, agents or individual members.

For the purposes of this disclaimer, “information and advice” is interpreted to mean any information or advice in connection with any motor cars, insurance, products or any other topics, which is provided during TR Register Lea Valley Group meetings, events, social meetings or individual meetings by any TR Register Lea Valley Group member.

Neither the club nor its advisors can be held responsible for the consequences resulting from advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.



Brian Chidwick lives up to the "Dirty Girl" name for his TR3A

Preparing the extra muddy look just before the journey to "Hopcrofts Holt" for the special anniversary of TR Register.

Brian is one of those early members being editor of "Spares News" for a time.



**FOR SALE.... KENLOWE FAN**

John Richardson has an as new Fan Kit

@ £50.00 ...see pic.

Phone him for more info on:  
01462—458497



50 years of the TR Register

