



The TRunnion

Communicating with Lea Valley Group and the world

Stay safe with your TR

202109 SEPTEMBER



You can also read this on the TR Register Lea Valley Group website



Dan's TR3A on holiday in Cornwall

Send me more TR photos ..even if they are red

* more photos needed to use at random in Trunnion ...please HELP

THANKS PETE ... Greetings all and I will skip the Editorial bit this month except to point you to the deadline date below. This time I will not send a memo and just see what I receive at the Editor's email below . We all enjoy reading the "Mutterings of Muncer" and I would like to thank Pete for always sending his article ahead of time every month. Happy Autumn TR motoring.

For this issue I want to give a big promotion to two LVG teams who will be going beyond any endurance I would wish for (I usually stop for a break for every 2.25 hours of driving) so I will repeat the email text sent to you on 27 August :-

Dear LVG Members and Friends,

This is to highlight the **Round Britain Reliability Run** taking place between 1st-3rd October and seek sponsorship support in aid of Motor Neurone Disease.

2x LVG Teams are joining 148 other Triumph carsall aiming to drive from Knebworth to John O' Groats, down to Lands End and back to Knebworth (Hertfordshire)

2000 miles in just 48 hours !

The teams both have a **Just Giving** page and some more information on following pages ...

THE TEAMS :-

Mike Aldridge & Phil Sanford and his son Mark, in a yellow 1978 Dolomite Sprint, first time entering.

Tim Hunt & Mike Hockaday in a white TR4A. This will be the 23rd time of entering the RBRR

We thank those who have already sponsored us and thank everyone for any support you feel you can make. Split your support or select one of the teams, but whatever you do, it will be to the benefit of MND and help them fight what is a horrible condition

Phil, Mike & Mark + Tim & Mike

...and enjoy the drive, it's not a sprint! *Chris.*



What's IN ...

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DEADLINE DATE for articles & photos for next issue is Friday 8 October

Please send any Trunnion articles direct to the Editor ...as an attachment!

Keep the text small, if possible use: TAHOMA, font size 10

PHOTOS : JPEGs of finest quality please *Send to Chris Glasbey, Editor:-*

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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
TR Forum : www.tr-register.co.uk/forums
LVG : 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 : trr.lvg@gmail.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.

Pubs, including The Cock are now ready to welcome you ...give Nick a calland book yourself in for a lunch one day soon ?

What's On September and beyond

The classic car season is slowing down as we approach Autumn but there are a few events in the pipeline which give you a chance to get out and about in your car. The weekend of 18th – 19th September sees at least 6 events, see our list below, and of course this includes the Group Meeting on the 19th at the Cock. Fingers crossed the weather keeps fine for that, although the sheltered facilities at the Cock are much improved. **Please note if you want to eat, please book a place in advance on 01767 314411 and mention the TR Club.**

Also, on the 19th September the rescheduled Standard Triumph Picnic and Hog Roast takes place at the Walton Hall Hotel in Wellesbourne, Warwickshire. A free to attend event which covers all models of Triumph cars. Partake of the hog roast or take a picnic. Beware of the speed bumps on the very long drive in the hotel grounds.

Another rescheduled event is the Harpenden Classics on the Common on Wednesday 22nd September. The event starts earlier this year with entry for your classic at the standard price of £12 from 1pm. Tickets must be bought in advance, no ticket no parking on the common! Details can be found at www.classicsonthecommon.com

Sywell Pistons & Props is on the weekend of 25/26 September, it looks like most of us will be going on the Saturday only. We will be combining our efforts with the Camb Followers and North London Group, and it looks like we will have over 20 TRs attending.

The Round Britain Reliability Run organised by Club Triumph is on 1st to 3rd of October. It starts at 4pm from Knebworth House, just off the A1, junction 7, and finishes at 4pm on Sunday the 3rd, 2000 miles later. Two teams from LVG are taking part, so come along and see them off. It is quite a spectacle to see 130 Triumphs leave the park within the space of 10 minutes and set off up the A1 to Scotland.

Looking further ahead to November the Classic Motor Show is on the 12th to 14th at the NEC in Birmingham. There is always a wealth of stuff to see at this 3-day event and well worth a visit. Friday, although more expensive, is the slightly quieter day to go and don't forget to book car parking in advance.

A date for your diary is the Annual Members Meeting (AGM) and Kick Off Lunch to be held on the 16th January, at the Mount Pleasant Golf Club in Lower Stondon. Further details and booking forms will be available closer to the date.

Plans are already under way for what we do and where we go next year. Some ideas floating around are: a visit to the The Great British Car Journey a new museum in Derbyshire, a tour of the British Motor Heritage factory, track days, weekend tours, a tour of the Lake District to name but a few. What we want is to hear ideas of what you would like to do, where you want to go and how long for. Please send us your ideas and thoughts to trr.lvg@gmail.com your input is really invaluable

As always if you would like any further information on the events above or in the list below please do not hesitate to contact Phil or Mike at trr.lvg@gmail.com

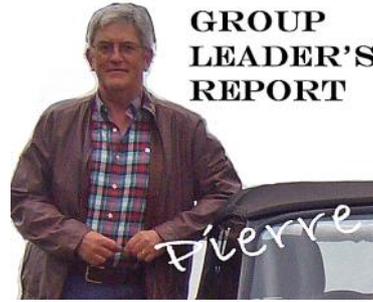
Phil & Mike LVG Events

A list of events for 2021 and beyond C-19 restrictions permitting

- 18th September** Bletsoe Vintage and Classic Vehicle Show (postponed from 19th June)
- 18th September** Classic Car & Bike Breakfast Meet Pure Triumph, Woburn
- 18th – 19th September** Goodwood revival
- 19th September** **Group Meeting 12:00 onwards** **The Cock PH, Broom**
- 19th September** Croxley Classics & Steam Fair Croxley Green, WD3 3HN from noon
- 19th September** Standard Triumph Hog Roast & Picnic, Walton Hall Hotel, Wellesbourne
- 22nd September** Harpenden Classics on the Common (postponed from 28th July)
- 23rd September** S'th Beds & North Herts Classics meet The Plough, Ley Green, SG4 8LA, from 6pm
- 25th-26th September** Sywell Pistons and Props Sywell Aerodrome
- 25th-26th September** Kop Hill Festival Weekend
- 1st – 3rd October** Round Britain Reliability Run Starts and finishes at Knebworth House 16:00 hrs
- 10th October** Bicester Scramble
- 17th October** **Group Meeting 12:00 onwards** **The Cock PH, Broom**
- 12th – 14th November** The Classic Motor Show NEC Birmingham
- 21st November** **Group Meeting 12:00 onwards** **The Cock PH, Broom**
- 19th December** **Group Meeting & Xmas Dinner 12:00 onwards** **The Cock PH, Broom**

2022

- 1st January** Classics on the Village Green Barrington
- 16th January** **Annual Members Meeting & Kick off Lunch**
Mount Pleasant Golf Club, Lower Stondon
- 23rd January** MG & Triumph Spares Day Telford International Centre
- 18th – 22nd March** Practical Classics Classic Car and Restoration Show NEC Birmingham



GROUP LEADER'S REPORT

The LVG at the Knebworth Classic Car Show.

Yes, the group had a presence, a Pimento TR6 alongside a Pimento Red Sunbeam Tiger, that the owner of which went to quite some effort to get it painted in what he thought was the best colour available anywhere – No sure if that last bit is true but they went together very well indeed and raised many questions from passers-by.

But the show itself: exactly what you would expect - hundreds of cars parked in a huge grass field, It was a slightly chilly afternoon for this August Bank Holiday Sunday, but at least it stayed dry. There were just 4 other TRs in attendance, a rather smart green TR7 and three TR6s, all receiving leaflets about joining the TRR. I also had the opportunity to talk with a 'sleeping' member of the LVG who may well find his way to The Cock for one of our meetings. He just needs to sort out a fast idle problem on his TR6. Coincidentally, this is a problem that has recently been the subject of much discussion on the TRR technical pages, where multiple suggestions were rapidly made as to what to investigate to sort it out

I will not apologise for once again recommending all members to go to the Forum if they have any query about their car. It's free and easy to navigate and has so much information on offer, whatever problem you may have, someone has already experienced it and fixed it. The information you seek is almost certain to be there. If it isn't, then ask the question and you will get a response usually within 15minutes from a very knowledgeable person. If you prefer to talk to a real person, then contact David Dawson, our very own tech expert. If he doesn't know then nobody knows.

So what more about the Knebworth show? Very popular, taking 45 minutes from the Stevenage South roundabout at A1M Junction 7 to get parked. Most attendees stayed on until after 3:30 and then took another 40 minutes to get out of the park. In between, was the chance to walk around and look over many hundreds of classic cars and buy various car parts often accompanied by generous amounts of ferrous oxide! And other stuff ranging from ice cream to a US Navy diver's



helmet! I Have never before seen so many Fords in one place (Consuls, Zephyrs, Cortinas, Granadas, Capris). There were some relatively uncommon cars as well, such as a beautiful Bristol 409 that was for sale. There was an arena, where there were some 'action', such as finding out which car generated the most exhaust noise (a Holden), the oldest car in the park (a 1926 Oldsmobile), the oldest daily driver (a motor cycle from the 1950s). The only flying 'display' was courtesy of commercial traffic departing from Luton airport.

Our next visit to Knebworth will be at the first weekend of October, when I hope many of us will be there to wave off three LVGers driving the Club Triumph Round Britain Reliability Run - two in a yellow Dolomite Sprint and one in a white TR4A, as they depart on the Friday at 6pm with about 140 other Triumphs on a 2,000mile weekend trip around Britain, returning 48 hours later, having been to John O' Groats and Lands End. Another way to support them is by donating to their charity fund raising efforts for the Motor Neurone Disease Association (MNDA)- see TRunion for how to do this or contact one of our participants: Tim Hunt, or Katy's Kids AKA Phil Sanford and Mike Aldridge. Check out the Club Triumph website for more info on the RBRR and see how Katie the Dolomite, is coming together. No such worry for Tim - he's doing it for the 23rd time in the same TR4A.

What else to report? A good picnic day out at Duxford with the local TSSC group, with wonderful weather for Mike and Pierre who were helping(?) to ensure tidy parking of many dozens of Triumphs. Check out the photo to see how well we did. Next up and in the future as I write this is the Shuttleworth Heritage Open Day when several LVGers will be picnicking at this most interesting venue

Then comes the long awaited next gathering of the LVG at The Cock, when I hope we'll be hearing the sound of the Clangers again and meeting up with some members new to us during the past year or so. A week later will be when the LVG will again be at the Sywell Pistons and Props event.



Aeroplanes and classic cars together- promises to be a great day!

Things to look forward to later include the Annual Members Meeting at the Mount Pleasant Golf Centre, Lower Stondon on Sunday 16 January 2022. This should really be the first date to go into your diary for next year, as well as on your LVG 2022 calendar that will be available for your purchase before Christmas. This calendar could be the answer to the question of what to buy as an Xmas present for the best person in your life. And if you haven't done so yet, now is the time to send in your photo for consideration to go into the calendar. Not only could it be on the front cover, but it could also win you the coveted LVG trophy for the best photo.

Pierre.





The Matteringings of Muncer

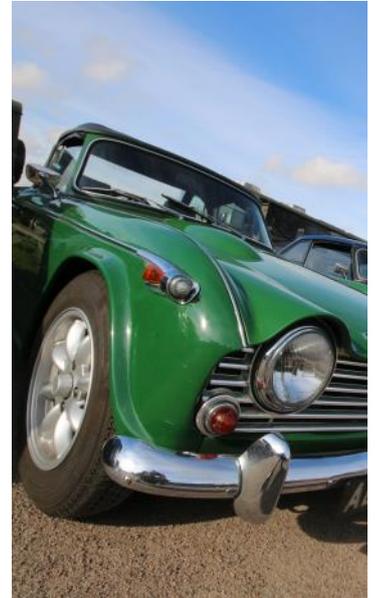
Pete Muncer

Following the lifting of Covid restrictions in July, August turned out to be a somewhat busier month than originally anticipated for us, what with visits to family, some local social functions, plus carrying out the route survey for the Falling Down Tour – no excuses, but that’s why we were not at any of the various TR activities during the month, including the TR/MG Weekend at Great Malvern. Sadly, just a week before Malvern, the TR Register Honorary President, Graham Robson, passed away.

We attended the TR International (as it was then) every year for about 10 years, starting in 1998, when it was held at Shepton Mallet. We were always in the company of other reprobates from LVG – some memorable sessions were experienced around the camp fire – trouble is, can’t remember much about them. These were the days when we packed a tent etc. into the boot of the TR – however nowadays we prefer the comparative luxury of our campervan. In 2007, we set off to Malvern for the International weekend, and on the way kept noticing cars seemingly abandoned in strange places - we got as far as Tewkesbury, only to be greeted by flooded roads and with RAF rescue helicopters flying overhead (fortunately the weather was better at Malvern this year).

In the last issue of Classic & Sports Car magazine, an article featured some of the best driving roads in the U.K. (at least in the opinion of the editorial staff), as trips “sur le Continent” are not on the agenda at the moment. Not surprisingly, the North Coast 500 (see pic) around the top of Scotland (which of course has been traversed by our Group Leader) takes pride of place, but there were a couple of other routes which some of us will have experienced. The B4077 from Stow-on-the-Wold is included, this being the route across to Prescott and Great Malvern, with some fast open bits before you drop down from Ford to Toddington – as the scribe says, this section is good fun in a classic car in either direction. Porlock Hill Toll Road in North Somerset is on the list (in the uphill direction) – my memories of this go back to the 1995 Haynes/RAC Tour, when we had a good run up the hill without problems, to be greeted at the top by low cloud and fog, then snow across Exmoor – then arrived in Torquay for the overnight halt in bright sunshine. I imagine that everyone has a favourite stretch of road in our local area – I have a 45-mile “warm-up” route which includes the A507 from Buntingford across to Baldock, with some fast open sections and interesting bends (funnily enough, not so much fun going t’other way) – you just have to watch out for biker maniacs doing their impressions of Valentino Rossi (but with much less skill). Incidentally I see that Rossi (see pic) has announced he will be retiring from MotoGP racing at the end of this season, at the age of 42 and after 26 years of rushing around on two wheels – apparently he now fancies a crack at Le Mans on four wheels.

The CACCC Falling Down Tour route may not be quite in the same class as the North Coast 500, but we completed the route survey recently, the road book has been compiled, and we will have 22 cars starting from Stoke-by-Nayland on the Essex/Suffolk border, on October 2nd. Now that the road book has been finalised, my thoughts inevitably turn to planning the next event, which means I am now pondering where to base the 2022 Springing Up Tour. The first step is to decide on the general area for the tour, then find a hotel which can accommodate 40-50 people, with a good restaurant, secure parking for our classic cars, and preferably with a decent pub nearby – you can see that life is tough on CACCC tours. Then of course we need a route back to Hertfordshire, with some interesting venues to visit on the way. After some 15 years of planning tour routes, I am becoming quite familiar with many minor roads and byways in the southern and eastern areas of England, so in some ways this is the easiest part of the job - but maybe it is about time to invest in a new map book! I do find that Google Earth is a very useful facility – you can “fly” around the route and even “land” at intervals to check signpost names. It ought to make the route survey itself simply a question of noting mileages – however some of the Google images are a few years old now and things can change in the interim, as we found out during the Falling Down survey (and of course it still doesn’t cater for unexpected road closures on the day!). For the Springing Up Tour, at the moment I am contemplating either Blandford Forum, Salisbury, or Shaftesbury as a base – but no doubt other options will be considered over the winter. Covid rules permitting, this will be the first SU Tour since 2019,



when we were based at Stratton House Hotel at Cirencester in the Cotswolds – also it will be our 50th CACCC tour since we did our first event with the club back in 2002.

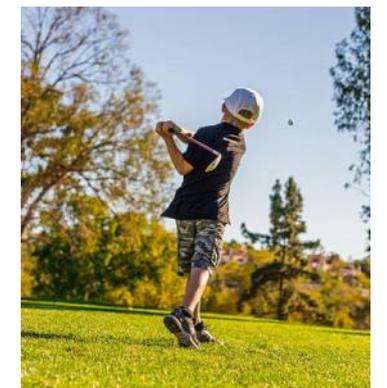
Hopefully 2022 will be back to (new) normal, and I am sure that the LVG Events Team also are pouring over maps already (makes a hell of a mess), planning tours and locations to visit – mind you, they have the small matter of driving for 48 hours all over the U.K. first, in the Club Triumph Round Britain Reliability Run at the beginning of October. Will Katy the Dolly Sprint achieve the objective for which she was purchased? Will Phil do any more driving than the first hour and the last hour back to Knebworth? Will the snoring from the back seat keep the driver and navigator awake? See the next issue of TRunnion for the answers to these vitally important questions – in the meantime, good luck Katy's Kids (!) on their RBRR debut, and to Tim Hunt, starting his 23rd RBRR - an amazing record.

Before the RBRR and Falling Down Tour at the beginning of October, there was an opportunity to look around the Shuttleworth Collection – for FREE! An email last month advertised the Heritage Open Day on Wednesday September 15th, to visit Shuttleworth House, the Swiss Garden, and the Collection of vintage aircraft and vehicles, anytime between 10.00 and 17.00. As tickets were limited, and not being one to look a gift horse in the fetlocks, I booked "toot sweet" – I was surprised to see that the last time I visited Old Warden was for the LVG T4 Tour in 2015 – doesn't time fly? On the topic of admission fees, I see that Knebworth and other shows now charge a (substantial) fee to allow you to exhibit your car – so that they can then charge the public as well to come and admire them. When I first went to Knebworth with my 4A (in the last century of course), there was no entry fee and I think you even got a voucher for a cuppa at the café – times change I guess (blame Covid).

The August Bank Holiday weekend promised a feast of motor racing on the box, with the Belgian Grand Prix at Spa, and the British Touring Car Championship from Thruxton. Sadly we got the square root of b****r all from Spa, as paddleboards would have proved to be more effective than F1 cars in the prevailing conditions (didn't know you could get monsoons in Belgium) – a couple of laps behind the safety car (see pic) apparently were enough to qualify as a "race" and award half-points.

At Thruxton, the conditions were dry and sunny, and there was some racing, but regularly interrupted by red flags and safety cars – there were three safety car periods in one of the BTCC races alone – as the race was to be held over 17 laps only, this didn't leave a lot of time for actual racing. Luckily the marshals and track crews did a very quick and efficient job in retrieving cars and repairing tyre walls etc. – remember that most of these people are unpaid volunteers.

Finally, here is a non-motoring note (is that allowed in TRunnion?) – concerning golf. Yes, I flail my niblicks around regularly, at Welwyn Garden City Golf Club (where Sir Nick Faldo started his career – I'm not quite in his class). Arriving at the 14th tee recently, two of our group managed to hit their shots down into "The Dell" (the golfing equivalent of the Black Lagoon or the Bermuda Triangle), but fortunately one of us managed scrape across to somewhere near the green (modesty prevents me from naming the individual). Standing behind us on the tee, were a 10-year-old lad and his 12-year-old sister – feeling suitably embarrassed, we invited them to play through (i.e. to overtake in golfing terms). You may well guess the rest – from the competition tee (which is some way further back than the geriatric tee), they both hit immaculate drives straight onto the green – at which point the rest of us thought we might as well retire straight to the 19th hole for a reviving libation. All I can say is that sitting in a rally car for 20 years (well, not all the time), and then taking up golf as a replacement sport at the age of 48, may not be the recipe for success. So be warned – do not let a newly-qualified 17-year-old near your TR (even on private land) – you could be somewhat chastened.



Pete .





Tim Hunt

Tim and Mike's Club Triumph Round Britain Reliability Run 2021 page. Team 25

We are taking a 54 year old car round Britain for Motor Neurone Disease Association because the cause is so deserving and we love to drive

Please see: Club Triumph Round Britain Reliability Run website for full details of this event

Alsosame title but also adding ..supporting the Motor Neurone Disease Associationand you will then get to the Just Giving pageyou can then scroll down the entrants names if you wish to donate to Tim Hunt.

Thank you.

DIRECT LINK TYPE : <https://justgiving.com/fundraising/tim-mike25>



Philip Sanford

RBRR Team 81 Katy's Kids - Phil, Mike & Mark

We are taking a 43 year old Triumph Dolomite Sprint called Katy around Britain for Motor Neurone Disease Association because the cause is so deserving and we are just about mad enough to accept the challenge of driving 2000 miles in 48 hours.

Same goes for this team, as previous pagebut scroll down to Phillip Sanford .

However, Katy's Kids also have more information about themselves and their first adventure on this eventso take a look at :-

RBRRteam81

Thank you.

Also **DIRECT LINK TYPE** : <https://justgiving.com/fundraising/philip-sanford1>

What Katy did (episode 9)

Phil, Mark and I hope that next month we will be able to tell all our readers exactly what Katy did on the RBRR, taking place on the weekend of 1st-3rd October. Until then there is still plenty of time to finish preparations for the epic drive (2000miles in 48hours).

We have been upgrading many parts over the last 18months, but wanted an expert eye to check things out (including our dodgy work), so Jason Wright was engaged. Jason used to be a mechanic with TRGB and set up on his own quite recently. He has lots of Triumph experience, including Dolomite Sprints and has worked on a few LVG members cars with excellent results.

A general overview, confirmed that Katy is a solid car and perfectly serviceable for our Trip, however, many parts are original and starting to show their age. We therefore agreed to replace many of the rubber parts of the suspension and also replace the brake discs and pads. Jason has already been able to find a few lost horses (quite a few actually) by balancing the SU's and freeing up the float in one of the two carburetors. It also became apparent that the crankshaft pulley/damper had suffered the ravages of time and the damper element was starting to detach itself. Now the fun began!! Sprint crank pulleys are not widely available and all the usual suppliers were unable to help. We were getting to the point where we would source a pulley from an 1850 and grind it down to size (1850 & Sprint pulleys are similar, but not interchangeable). Then the Dolly Club forum came up trumps and a serviceable used pulley was found. Phew, thank goodness. All the work was quickly completed, only to find that the new brake discs were slightly warped and gave unacceptable vibration up through the steering. The discs were removed and sent away to be ground down to eliminate the issue. At this point you are probably all shouting, "send them back". Yes that's was an option, but Sprint discs are another part that is difficult to locate. The old ones had not given up without a fight and were not in a state to be put back on, so the additional work on the new discs was deemed the easiest option, especially as we only had a month before RBRR!!!

As I write, Jason is just finishing the work and we expect Katy to be back with us before the RBRR Driver briefing on Saturday 18th September. There is still time to support us and the MND Association.👉 <https://www.justgiving.com/fundraising/Philip-Sanford1>

Well that's what Katy did since the last article and WTS for our write up of her Journey round Britain in the next edition of Trunnion.

Mike, Phil & Mark (RBRR Team 81 "Katy's Kids)



Keep moTRvated

I still enjoy Editing the TRUNNIONbut it really is down to YOU sending in the words and photos that make it an interesting read.

I will at the moment carry on with a monthly issue but I am no longer going to chase for articles.

Anything TR or classic car related that you think readers would like to hear aboutget the story and photos off to me as soon as possible.

As an event organiser myself (retired), I have always said that no event is finished until the report and photos have been sent off.

I don't want to slip back to bi-monthly issues because the news will not be freshbut if content is light then we may have 20+ pages one month and only 6+ on other occasions.

WhatsApp and Gmail are both important for LVGbut please don't forget the original newsletter which I hope still has an important part to play in your local group communication. More than just a letter, we simply call it

The
TRunnion

Email direct to: chris.trunnioned@btinternet.com