



202202 March

This photo, back to 1976 Ed.

Please come along to this meeting where we will be having a special Rafflewith all money being donated to the Ukraine Humanitarian Appeal via DEC (Disasters Emergency Committee)



Calling members we rarely see, please show unity by coming along to The Cock ...and thank you in advance for your support.

Phil, our G.L. asks this in his report ...extra plug here. Ed.

NB If you are having Lunch, don't forget to book in advance

Editorial ...

If only we could be rid of Covid and Putin and live in a world of peace and harmony. Dream on !

Stepping back to 1976and the cover photo shows my TR3A at the P.J.Evans dealership where Stafford & Warwick Group helped to launch the new TR7. Just the second year of ownership and already I had modified the TR by fitting those louvres to the bonnet (not my best idea and I later swapped my starting handle for a TR2 bonnet, which I think is still the one fitted today). The clip-on devices fitted to the wipers actually did work but not very attractive. Remember, this is the 1970s and Lesley was our chosen members girlfriend for this newspaper press photo (I was relegated to the rear of shot). Note also the sticker "Totnes Motor Museum" which closed down in the 1980s.

Roger (left) sports the latest national TR Register shirt, whilst I am wearing the S&W shirt which shows TR2—TR6. It did take a while for TR7s to be accepted by the TR Register which is why, quite understandably, the TR Drivers Club was formed.

The TR2 was modified with lightweight panels and wide steel wheels. Roger later sold the car to another Register friend, who then stripped it down and restored it to standard concourse condition. It then had a TV appearance in an episode of Agatha Christies "Poirot".

I had organised this event as GL and with the help of Bob Train (who worked at Triumph and was secretary of Club Triumph) we were able to have a TR7 from the factory, as part of the show. It was one of a very few press cars at that time, a TR7 Sprintand I was able to take it out for a 10 mile test drive. Quite an experience and quick with the Sprint engine. Was the Sprint a production option (feedback please)?

Much modified over the years, I still have the same TR3A that I bought for £250.00 back in Summer 1975 at the age of 22 .

chris.

NB the man on right of cover pic is the showroom manager



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DEADLINE DATE for articles & photos for next issue is Tuesday 5 APRIL

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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Please keep Text & Photos separate. My Publisher does not like it if pics are added to a Word doc. I like JPEGS !



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

Facebook : "TR Register Lea Valley Group"

www.facebook.com/leavalleyTR

REMEMBER : All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : tr.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.

*Welcome to "The Cock Inn", Broom (home of LVG)...give Nick a calland book yourself in for a lunch one day soon ?
Please also remember to book in advance for Lunch at Club Meeting Sundays.*



The Works Rally car preparation the Sparkrite TR was Roger Clark's

LVG Events - Update - March & Beyond

This report is being written on a day when the sky is blue and the sun is shining. It would be easy to be depressed by the current events of the world, but so much better to think positively of better days and chances for us to get out and about in our cars, with the wind in our hair (or where hair once was!).

COVID headlines are now a thing of the past, although we probably all know of more people than ever testing positive. That said, the flu like symptoms that the majority see, subside quickly and in the main even us oldies recover within 7 to 10 days. Thank goodness for those vaccines.



Despite February bringing wet and windy storms, LVG we're out and about, kicking off with Drive your Triumph Day on 10th and including our chums from Camb Followers.

Only 8 days later and with storm Eunice raging around the South of England, a good few members attended the Shuttleworth Engineering open day at Old Warden. Pierre even ventured out in his TR.

For a full list of Events, visit our LVG Events Page on the TRR website:-



<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/02/1941/2022-Events-Calendar>

The GL report has touched on our big initiative at the next club meeting on 20th March to raise money for the Ukraine Humanitarian Appeal. It would be great to see members get behind this and make the work the committee do, all the more worthwhile. We should be in the usual barn at The Cock ph and who knows, the sun might just shine for us. Whatever the weather, we will be there with some eating (pre booking required), but some just enjoying a drink and a chat. Sunday 24th April should see warmer times and LVG is visiting Whitewebbs Museum of Transport near Enfield. This is also FBHVC Drive it Day

and we will be emailing details before the event, with plans for a mornings drive for the visit. If for any reason you cannot join us on DiD, get your car out and take a photo to show us and send to the usual email.

trr.lvg@gmail.com

Don't forget to take a look at the Events link as there are already nearly 40 entries and that number is increasing weekly. You are sure to find something of interest, but most importantly get your cars out in that Spring sunshine.

See lots of you at The Cock on Sunday 20th March.

Mike.

Phil & Mike LVG Events



Group Leader's Report



It's not long now until Spring officially starts on Sunday 20th March, which coincides with our monthly club meeting at the Cock, and trips out and about in our cars will be without the fear of salt on the road causing the dreaded tin worm. Many of you drive your cars all through the year with others having a winter hibernation. Now is the time to start thinking of taking the dust covers off and getting ready for the road. Don't forget that if you have any car related problems the Group is a great source of help and advice and our technical guru, David Dawson, is always happy to give you advice based on his many years of TR ownership. He was recently out with me visiting a new member who is putting his late father's TR2 back on the road. The car has not been on the road for many years but is in excellent unrestored condition and should not take too much to recommission it. His father had owned from almost new and it was interesting to see the tweaks that he carried out to it over the years, along with a TR3A front apron after a shunt many years ago.

Events will soon be coming thick and fast, the first big one is **Drive It Day**, which this year is supporting Childline, a life changing NSPCC service. This year we will be driving to Whitewebbs Museum of Transport in Crews Hill near Enfield. Pat and Chris Glasbey are busy preparing a country road route there, which will start at the Orchard Garden Centre in Coton, near Cambridge. Our friends from Camb Followers will be joining us so we are looking for a bumper turnout of TRs. After visiting the museum there will be a visit to a local hostelry for a meal. Please let us know if you would like to join us as we have to book entrance tickets to the museum which will be at a special discounted rate of £5.00 per person if you are in a classic car. Contact myself or Mike for further details or email trr.lvg@gmail.com Drive It Day rally plates can be purchased through the website www.driveitday.co.uk/shop and only cost a tenner including postage. This is the first DID we are able to do since 2019 so let's make it a good one.

Our new Treasurer, Phil Meldrum is organising a visit for us to see the PBY5Y Catalina flying boat at the IWM Duxford. The provisional date is Thursday 16th June and this will be a private visit for LVG members and friends. There will be a talk about the Catalina and a walk through the aircraft followed by refreshments. It is important that we know the numbers for this visit as we have to arrange entrance through the staff gate. Please contact myself or Mike through the usual channels for further details. This will be a unique experience to get up close to this magnificent aircraft. If you would like to join the Catalina Society you will make a vital contribution to keeping this aircraft flying. Details can be found at www.catalina.org.uk

On a completely different note, the war in Ukraine has prompted the desire with many of us to try and do something to help. The committee has decided to do its bit and on our first Spring meeting we are going to have a raffle and give all the proceeds to the Disasters Emergency Committee, DEC, for the Ukraine Humanitarian Appeal. There will be some super prizes on offer so please come along and buy a ticket, please make that extra effort even if you do not usually come to the regular meetings. Every little helps to make a difference. If you would like to donate a prize please contact Jon Evans via trr.lvg@gmail.com

I look forward to seeing as many of you as possible on the 20th

Phil



The Mutterings of Mancer

Pete Muncer



I must start this month with a grovelling apology – and not just for imposing these Mutterings on the LVG fraternity. It's far worse than that - we will be unable to attend the highlight of the LVG year, the Shine & Show evening on July 20th (shock! horror!), or the TS2 gathering on the 24th. If that wasn't bad enough, we won't even be somewhere else in the TR - instead we will have travelled in the VW campervan, about as far west in Cornwall as you can go before falling into the sea. The main reason for our trip is to visit the open air Minack Theatre (see pic), to watch a performance of "The Pirates of Penzance" (they won't have had far to travel anyway) – Sue has always wanted to see this at Minack, and unfortunately we have a clash of dates.
After this unwelcome revelation, I shall understand if our Editor exercises his right of permanent censorship and refuses any further Mutterings.

The campervan will be utilised again in April for the route survey for the CACCC Springing Up Tour in Dorset. Amazingly enough, the tour route passes by the entrance to our favourite camp site close to Corfe Castle – what a coincidence, can't think how that happened. Usually our old faithful Skoda GTO is utilised for these surveys, but I have had difficulty always in the past checking the mileage – the instrument display has black numerals on a grey background instead of white – very difficult for an old boy like me to tell night from day anyway. Hopefully the VW camper will be a bit better in this respect. Incidentally, although Google Earth is a great help in planning and checking routes, you still need to drive the route – Google images can be several years old, and road layouts can change even between doing the survey and the actual tour (as those who have experienced some CACCC tours over the years will testify!). I am sometimes asked why I don't use the TR for these survey trips – well, I don't know about you, but my TR's recording of mileage can be a trifle optimistic or pessimistic (delete as applicable) when compared to actual distance travelled, so a more modern vehicle should be more accurate (that's my excuse – also it is lot easier getting out of the Skoda or VW to check a signpost name than the TR).

April sees the classic season really getting under way, and it does look as though we will have a full season this year, with the last Covid restrictions being relaxed. Drive It Day is on April 24th, with the LVG expedition to the Whitewebbs Museum, and a few days later we will be heading down to Dorset for the Springing Up Tour. As we will miss Shine & Show in July, we will make sure we attend the Luton Hoo gathering a couple of weeks earlier. Later in the year, in October, a group of us are planning to go to Portugal (not in TR's but via Squeezijet), for the Estoril Classic Festival to support our local classic racing team, who manage to fit in a busy schedule of race meetings when not fettling my 4A. Our last expedition of this type was three years ago (thank you Covid), when we went to Zandvoort for the Historic Grand Prix.

Looking further ahead to the LVG 50th Anniversary activities, I see that one idea being considered is to re-run some tour routes that were driven "back in the day" to use Brian's phraseology – given that any documentary evidence exists of same. Unfortunately I am not one who keeps detailed records of previous tours or events, even for the last 15 years of CACCC involvement, and I didn't become an LVG member until 1992 – so any assistance I could

give might be limited to helping to prepare and check a road book. Coincidentally, last month I visited the venue for the very first LVG meeting, the Station Inn at Knebworth, for a golf society meeting – on a day when the pub's central heating boiler had failed! – take your winter warmers next January just in case.

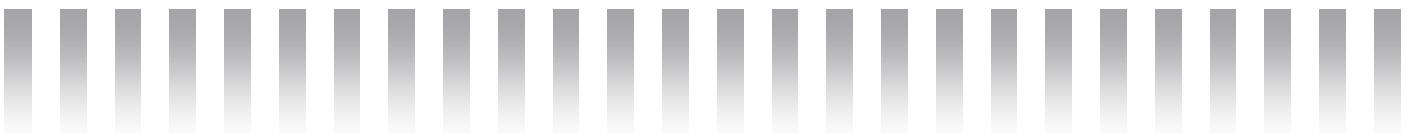
On the subject of planning tour routes, Editor Chris and I were chatting and comparing notes at last month's gathering at The Cock. With increased traffic volumes, especially in our home area over the years, we agreed that the use of narrow lanes is to be avoided if possible – certainly I utilise B-roads when planning routes much more than I used to some years ago. Another aspect to consider is encouraging tour entrants not to drive in convoys. Starting cars at one-minute intervals helps, but inevitably faster cars (or drivers) will catch slower ones sometimes – not so bad with TR's of similar performance, but in CACCC tours we have a mix of car types. It can be irritating for other road users to catch up with a group of classic cars in convoy – although the chances are that nowadays, the classics themselves may be stuck behind a group of cyclists trying to emulate the Tour de France.

I am pleased to be able to report a price reduction on the ex-works TR3 TRW 736 advertised for sale – last month's Classic & Sports Car mag. showed an asking price of £225,000, but this month only a mere £210,000 is being asked – rush across to Bicester Heritage with your cheque book – sorry, with your smart phone etc., to do a bank transfer.

I am always mightily impressed by the efforts of those resourceful individuals who can rebuild a TR from the ground up – last month's TRununion featured several such heroes, with early TR's mainly being the target of their efforts (not to mention a WW2 Catalina flying boat!). Clearly some folks really do relish the challenge of re-creating a pristine TR from a collection of bits and pieces, whereas others (like me) just enjoy driving them. Actually I might be doing myself a slight disservice here – back in the dark ages, the engine in our autocross 105E Anglia expired in a cloud of smoke, having suffered a "rod through the side" experience (and no, it wasn't me driving). This was shortly after the start of the season, so no alternative but to get the thing rebuilt a.s.a.p., at minimal cost of course. Without boring you with all the technical details (even if I could remember them), the motor was put back together within a couple of weeks, and amazingly enough lasted the rest of the season without problems, and gave us a couple of class wins as well. Amazing, because my co-driver (you could have two drivers competing in the car at meetings – no, not at the same time), was about as mechanically inept as yours truly (difficult to believe I know) – mind you, we did have a couple of washers left over after the rebuild – I have always wondered where they were supposed to go?

Finally, reading the biographical details of the 2022 LVG committee, I noticed that several members have taken early retirement from that nasty four-letter word – this made me realise that it is just over 20 years now since I managed to wangle my way out of the rat-race. After retiring on the Friday, on the Monday we flew off to NZ for a holiday – a total change of environment. On the classic car front, we did several tours that year in the U.K., including the last ever Haynes 2-Day Tour in Devon, and our first CACCC Tibbles Tour, which included a visit to David Sutton Motorsport at Daventry, to gaze at a superb collection of rally cars of various vintages. In 2002 I had owned my 4A for 9 years, and it had yet to have an engine rebuild by Cranners-the-Spanners – that didn't happen until 2007. So next year will be the TR's 30th birthday in my ownership, but the car will be 58 – any comments at this point about the car having worn better than the driver will be treated as you would expect (however true they might be!).

Pete .



TR4A start up ritual

Tim Hunt



I have a well established recommissioning procedure that I use whenever the car has been unused for more than a few weeks, in warmer weather as well as winter. While the car is in the garage, left in neutral with the handbrake off of course, I regularly roll it to and fro so that it sits on varying areas of the tyre treads thus avoiding any risk of flat spots.

Before attempting to start the car I check, and if necessary adjust the tyre pressures and check all fluid levels, topping up where needed, including the washer bottle then I check the operation of all lights, including indicators and brake.

Next I remove all four spark plugs, cleaning and gapping them as necessary. Using an oil can with a long flexible spout I squirt a few cc of engine oil into each combustion chamber. I next use a wrench with a 1/2" W/9/16" BS socket on the crankshaft bolt to rotate the engine a few times to lube the bores. I then remove the ignition feed (white wire) from the coil, carefully placing it where it cannot short. I next sit in the driver's seat, depress the clutch fully and turn the engine over on the starter until I see 20psi+ oil pressure on the gauge. Sometimes this can take 20-30 seconds, it's quite surprising. After that I conduct a quick check round and under the engine for leaks then if all is OK I replace the ignition wire on the coil and the spark plugs. I then check the oil level again and top up to the half way mark if necessary. After that I give the engine full choke and turn the ignition key, whereupon it usually fires up in short order. I then set off and warm the engine on a run – the worst possible thing to do is warm the engine up by running it with a lot of choke sitting on the drive! I keep the engine <2,000rpm until the water temperature is well up on the gauge and only then will I give the car a decent work out through the gears.

When the car will not be used for a while I keep the battery fully charged with a smart battery conditioner, which seems to help.

Tim.



Habit - It's a strange thing, isn't it? I have just read Chris's latest TRunnion (Jan/Feb 2022) and thought it probably the most interesting yet and continuing the sequence of high standard publications, and not just because this edition featured my car under the LVG sail banner at Sywell. So many interesting articles, and I am sure that many other LVG members have their own stories that everyone else would find interesting – if your inspiration needs a kick start, just have a second look at the always fascinating Mutterings and Brian's MMMM, not forgetting Tim's trailing arms.

Pierre Miles

My own early car experiences were not as interesting as those of Pete and Brian, starting in 1965 with 2755KO, a 1964 Jonquil/White herald 12/50 bought when I saw it glinting in the showroom corner when I was looking for an Austin or Morris 1100. The salesman was quite bemused when I asked for seat-belts to be fitted, especially when I insisted on having one for the passenger as well. It was nearly 6 months later that I found the spare wheel to be for the A/M 1100 cars – 5 holes for 4 studs just didn't work! Anyway I get ahead of myself, on the first day of ownership, Pat and I decided to go to Canterbury, a round trip of about 35miles but for which I needed to buy some petrol. Turning into the filling station forecourt I managed to scrape the NS sill over a large (!) concrete block protecting some grass. Not long afterwards came the second more worrying incident. Those of you who know the Herald will know that there is a large hump around the gearbox on top of which there is a small shallow tray for oddments. Pat had put her purse in this tray and just a little way short of Canterbury going around a left hand bend, the purse fell off the tray onto the floor near the pedals. Obviously it couldn't stay down there, so I bent down to pick it up. Mistake! You can't do this without inadvertently turning the steering wheel. We moved to the left with the nearside wheels mounting the pavement by some very convenient dropped kerb stones for someone's driveway. This caught my attention so steering to the right got us back on



Not all photos are relevant to the article and this is one of those. Ed.

the road again, fortunately by another set of dropped kerb stones. Now that was a narrow escape! Even more so when seeing that if we had mounted the pavement by the second set of dropped stones, a rather sturdy lamp-post would have ended our day in a very dramatic fashion. The rest of the day was uneventful, and no, Pat did not choose to use a bus to get home.

The Herald was eventually replaced by EEB448D, a superbly comfortable white Triumph 1300 FWD that completed many journeys between Dover and Wolverhampton where I was on a course learning about the V-bomber radar system. The car was great for the 80-90 mph dash down the M1 but as soon as it was necessary to slow down at the end of the motorway, it would overheat within seconds. It was a sad day when it had to go and be replaced by CBC881B, a white 2 stroke Saab, great fun in the snow on an airfield but not best suited for M-way driving!! But it did have a huge boot perfect for the new pram we then needed.

The future held a variety of experiences: passenger ride in a Minardi F1 driven by Jos Verstappen, Honda C50, Marin Palisades (for off road competitive cycling), Raleigh Clubman (time trialling on the A1), Peugeot 205 GTI, Chrysler Sunbeam (!!), various Alfas (not all red!), Ferrari 355 track event, Formula Ford track experience, TR track events, TR tours. Plus RAF driving: 45 seat coach, truck and J2 van not forgetting using a Landrover in the dark to chase the SAS.

Pierre.





Apart from the Le Mans development TR2the team at Raceworks Motorsport prepare a variety of customer cars for the 2022 racing season



From the Archives

Part 1 : In the Beginning

Brian Chidwick



I have just been reading Val Simpson's story of the early days of the TR Register 'The Start of Something Wonderful' in TRaction #335 which brought back a lot of memories, so thought I would start the run-up to LVG's 50th Anniversary in January 2023 with this reprint of an article I wrote in my first issue as editor of TRUnunion in January 2011.

A little bit of history

Mention of the future, reminds me that January is the 38th anniversary of the LVG founded as a result of 3 new members arriving at the Herts local group meeting and finding themselves alone in the bar.....

From TR Newsletter #12 Winter 1972

Herts. Group. Through lack of support the Sunday meetings have been cancelled at the Comet Hotel, Hatfield. One final chance now exists to establish a group. An inaugural meeting will be held at the Station Hotel, Knebworth, Herts. on 4th January, 1973 from 7.45 onwards. Pull your fingers out HERTS/BEDS members and be there.

From TR Newsletter #13 Spring 1973

This year there are at least nine groups known to me and among new areas being covered are Wessex, Devon and Cornwall and Humberside.

The Herts Group has now been reorganised and is called the Lea Valley Group. It is successfully led by Paul Howell and attracts members from Bucks, London and the Thames Valley, having only previously covered Herts and Bucks.

Sadly, Paul Howell is no longer with us and I cannot remember who the third LVG founder member was, but the memory prompted me to check back through my collection of TRactions and earlier newsletters to reveal that the group has been extremely fortunate in having had unusual continuity of leaders:

Paul Howell	1973-76
Ian White	1976-81
Eddie Holden	1982-94
Phil Titchner	1995-2007
Jon Marshall	2008-present

Let's try to ensure that LVG remains in good health so that we can celebrate our 40th Anniversary in style in 2013.

Well, we not only made it to our 40th which looked optimistic at the time given the rather low attendances then, but we are still thriving and looking forward to the 50th. Since writing that article, there have been three new Group Leaders enabling the group to go from strength to strength. Following Jon Marshall's retirement from the role in 2013 we have had:

Julian Hensman 2013-16
 Pierre Miles 2016-21
 Phil Sanford 2022-present (hopefully for a long time)

However, the list could almost be extended back into pre-LVG history as the group began life as Hertfordshire, started by none other than TRR founder and President, Terry Simpson.

From TRR Newsletter #3 August 1970

Terry Simpson's noggin meeting at the Comet Hotel, Hatfield on Friday 26th June produced eight TRs and will be held on the last Friday of each month from 8 p.m. in the same pub.

Unfortunately, by the following year, it seems attendances were dropping off and the group was clearly struggling.

From TRR Newsletter #6 June 1971

Come on Herts and area; support our hard working President, Terry Simpson, and turn up to his 'Noggin' to buy him a pint. He is quick to point out that should you discover his car in the car park as a Morris Minor it is equipped with 2.2 conversion and overdrive on second, third, fourth, fifth and sixth! So watch it.

Although I began attending general TRR events and AGMs soon after buying my TR in February 1972, by the time I went to my first Herts group meeting in the autumn, I was one of the three new members that found themselves alone in the bar. We phoned Terry and he invited us to drive over to Berkhamsted to discuss the options, thus giving rise to the very first LVG convoy. Over tea and biscuits with Terry and Val we agreed to take over the running of the group and subsequently moved it slightly north to cover Herts and Beds, renaming it as Lea Valley. For the benefit of newer LVG members, the geographical reasons for the new name are explained in TRUnnion #2015 Issue 1 (Jan/Feb) available on our website.

Whether by virtue of having the best car of the three of us (a beautiful Apple Green TR2), or the fact that having a family newsagents and bookselling business with access to equipment for producing newsletters and providing interesting motoring books at discount and for raffle prizes, Paul Howell was the perfect choice as Group Leader. He was also very active with his car and took part in the first TRR Lands End to John O'Groats run in October 1973. This was sponsored by Unipart as the 'Unipart/TR Register End to End Run' and was primarily an economy run but also served to show the reliability of TRs. Paul's TR2 achieved an overall consumption of 38.22 mpg, coming a close second to the TR3A of Mike Ellis (current TR Registrar for sidescreen cars). [TR Newsletter #16 Winter 1973/4]

At the time, in addition to that car, Paul also had a dismantled TR2 distributed around various garden sheds on the nearby allotments in Gravenhurst. When he eventually started the restoration it was discovered to be the ex-works car OVC276, driven by Maurice Gatsonides and Ken Richardson in the 1954 Mille Miglia. By a strange coincidence, the car was acquired by a future LVG Group Leader, Eddie Holden, who completed the restoration and used it for many years.

Another ex-works car with a link to LVG is the TR4 rally car 4VC, owned by Ian Cornish (now TRR Hon. Vice President), one of the very early members of both the TRR and LVG. Back then, even such an important historical car wouldn't have permitted Ian full membership of the TR Register, which was 'Formed to Preserve the Marque TR2/3/3A'. Owners of TR4 and later models were only permitted 'associate membership' until much later, but Ian qualified as a full member as he had a TR2.

Although not an ex-works car, one other interesting, if not famous, at least infamous competition car with LVG connections was John Hanna's Daimler SP250 V8-engined TR3. John was an early member of LVG and probably one of the most active in using various TRs in competition. He moved on to found the North London Group in 1977 but is still competing in his TR4 and still a member of LVG.

Finally for this edition I must respond to Pete Muncer's mutterings last month. I can confirm from my initial research that he joined the LVG committee in December 1994 and served as TRunnion Editor until December 2009, apparently with a short 'sabbatical' in 2009 although further research may reveal more...

Unfortunately the archive of LVG newsletters is far from complete, especially from the early years. I lost my own collection of LVG and TRR newsletters/TRactions when we were flooded in 2015 but at least, with a large amount of patience and determination, I can search the online archive of TRactions (<https://www.tr-register.co.uk/tr-action-inde>).

Currently I have the following in my possession, so if you have copies of any of the missing issues lurking in a dusty corner of the garage or cluttering up the attic, I can give them a good home.

TRunnion (Printed copies: Bound 1979/80- 84; Miscellaneous 1985-2000; 2011-present)

TRunnion (Digital copies: 2005-present) [2011-present also on LVG website]

The photographs in early newsletters are poorly printed in monochrome so if you have any originals that you would be prepared to loan me then I would be happy to scan and return them.

Brian Chidwick



Knebworth 1984



Not really an Archive.He who Mutters, taken just a few years ago.



Motoring Life - My TR6 pi observations

Our esteemed Editor recently wrote about his winter experiences driving his TR and invited readers to send him their own thoughts. So here are mine.

First, I don't do winter lay ups – the TR gets used all year round not only because I like driving it but also I believe the PI system in TRs works more reliably if not left dormant for long periods. The biggest problem I have is getting the roof up on its first cold weather outing. It's a very snug fit making it a struggle to fasten all the poppers when the material is cold. The same goes for fitting the hood cover when the roof comes down. I have resorted to fan heaters on occasion. Cold engine starting, is pretty much the same routine, summer or winter. Ignition on and wait 5-10 seconds to be sure that the Metering Unit has fuel available at the requisite 105 psi. Choke all the way out, then depress the accelerator an inch or two. Get the starter motor turning. The TR6 is equipped with a twin cable choke system. One cable goes to the Metering Unit to enrich the fuel supply and the other to the throttle linkage mechanism that operates the butterflies for each cylinder, to open them a small amount when the accelerator is not pressed. This should provide a faster idle speed. On my car, this is not used as getting the right speed and fuel mixture at the same time has proved elusive so I prefer to stay in the car and use the accelerator. Even though it usually takes around 30-40 seconds before the engine idles without my help. Moving off is OK, but getting into second gear is best attempted after travelling a hundred metres or so else there is likely to be slight baulking at getting into gear from first. The choke is pushed all the way back in after about a minute of driving, regardless of outside temperature. The water temp gauge starts rising well within a mile of moving off, although it is quite some time later before the heater can be felt doing its job.

Hot starting is simply turn the key with slight depression of the accelerator. Starting is instant so the biggest problem is stopping the revs going too high before the oil has a chance to fully circulate. Oil level in my car is interesting. If I fill it to the Full mark, I see that after the next drive the level will have fallen by about 5mm on the dip stick. Thereafter it remains at that level, regardless of how hard the car is driven (I mention this as one of my Alfas, with a glorious V6 engine, never used oil unless I decided to use the full rev range – something that just has to be done occasionally with any Alfa- just a superb experience!). Refilling to Full will result in exactly the same – a 5mm drop after the next drive and then stay constant at this lower level.

That's it then – my contribution to the Editor's Motoring Life request.

Pierre.

Take a seat ...as offered by Jon Marshall



Pair of TR7 seats
.plus rails
.in good condition
£75.00



Pair of TR4 seats for recovering
£50.00



Good value, so if you are interested, you can contact
Jon via email : **j_a_marshall@hotmail.com**



TR4 project For Sale ...

TR4 project for sale. This car has been stored in the corner of a dry garage for the last 25 years ! It is UK registered and was running just before being stored. The TR is also complete.

It is absolutely solidno welding neededand with perfect body gaps !!

Car is located in Brixworth NN6 9UN and can be viewed there.

£10,000 Contact Mike Rawlings for more details

T : **07802 501683**



Letters ...

Dear Editor,

Qwerty

what do you mean

Who cares anyway?

Yes, but

For some, pressing the keyboard too many times may hurt. Oh really?

I like the Mutteringsnow he can stir up opinion, cant he ?

Not sure about the Editor....he keeps trying to coax us to write in. Think about it over a cup of tea.

How many people will actually read this page 200 ?

Events Manager says that it is important to have the click on link facility and I quite agree. At any other moment just Google "TR Register Lea Valley Group"

What do you mean, that may be asking too much? Are you trying to wind readers up to a state where they may even email the Trunnion address with a comment? (smiles)

THANK YOU to all contributors. I am amazed that somehow I always have enough text and photos to create a monthly issue.

Who writes this stuffstop now and send !

Will anyone write in?