



The TRUNNION



202203 April

"Shades of Red"



Editorial ...

Thank you to all who continue to send articles and photos. I am writing this at the 11th hour before hitting the send button.

Not exactly as planned, I have had to shrink a good number of the photos due to exceeding the file size limit of 8mb (which would not please Wayne).

Great that we can now enjoy the open road this Spring in our TRs.

LVG news reporting is now everywhere with Mike reporting on Whats' App and Website and Alison takes on the Facebook page plus Instagram !

Rest assured, TRUNNION still roles on monthly. Why not write in to the Letters Page, no stamp required, just email to me before 4th MAY ?!

Happy TR motoring.

Chris.

WHAT'S IN

- 3** Click for Events Calendar
- 4** Congratulations TEAM LVG
- 5** Phil's GL Report
- 6-8** Events coming very soon
- 9-10** a Bond Minicar....he Mutters
- 11-14** EFI upgraded TR5 +
- 15-17** Letters
- 18-19** Cambridge Classic Run +
- 20-22** Club Triumph Rally
- 23-24** PKV 373
- 25-26** Catalina, Miss Pickup !
- 27** Shine & Show
- 28** Fastest TR8 ?!
- 29** Round Britain Result Charity
- 30** Sold

DEADLINE DATE for articles
& photos for next issue is
Wednesday 4 MAY

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:-

E: chris.trunnioned@btinternet.com

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 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.

**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.**

For the full Calendar of events for 2022just CLICK on the link below :-

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





Well done Team LVG

A special thank you to every LVG member who supported our March club meet at The Cock. Thanks to Jon and team for organising the Raffle and everyone for digging deeper to raise an amazing £672.00 for the Ukraine Humanitarian Appeal .





Group Leader's Report



This report would not be complete without a big thank you to all of you who contributed to our raffle in aid of the DEC Ukraine Emergency Appeal. Jon Evans organised his first LVG raffle and along with several donations raised the incredible sum of £672. You are going to find that difficult to top Jon!

We were pleased to welcome Peter and Jan Dore in their lovely TR6 to the meeting. They have recently moved into the LVG area and came along to lend their support to our fundraiser. We look forward to seeing them at future events and meetings.

Covid restrictions seem to have disappeared but the infection rate certainly hasn't. I know of several members and their families who have caught the dreaded plague, hopefully they are all on the mend and they will be able to get out in their cars this summer. Top-down motoring certainly gives you plenty of fresh air. Of course, I am the exception, as my Surrey top remains on for almost the whole year, much to everyone's bafflement. My excuse is that I hate getting what is left of my hair ruffled up!

I attended the Group Leaders Meeting at Gaydon last month. Phil Horsley, the new Operations Manager, introduced himself and outlined the tasks he has been taken on to do. Amongst other things they include reorganising the office and updating the IT system and phones. Reorganising club merchandise and make it more appropriate. Making the Didcot premises a go to destination, a window to the club. Putting in a system to control the club's exhibition equipment and organising the club's archives. A big to-do list!

Mick Forey demonstrated a new and exclusive "European Breakdown App" detail of which should be in TR Action 336. This will be free to paid up members and will be an invaluable source of information should you need assistance when out in your TR and have the misfortune to breakdown. It will cover garages and parts suppliers in the UK and European mainland. It is certainly worth having and will be a real boon should your car cease to move forward under its own power.

There was then a presentation from Phil Dryden and Wayne Scott on the 5 to 20 year strategy to keep the club at the forefront of the classic car movement. This was very detailed, too much to cover here but the presentation will be repeated at the AGM and no doubt will be covered in TR Action. The AGM that was to be held on the 3rd April was postponed due to the insufficient number of members registered to attend, possibly due to the rise in Covid infections. At least 50 members attending are required to be quorate. The AGM will now be held virtually, via video link, details of which should be released soon.

In mentioning the Breakdown App, it reminds me if you are looking for breakdown insurance, an excellent one is to be had with the TR Insurance scheme. It is only £40.00 a year and covers not only the UK but Europe as well. Despite it being very inexpensive it really does work well, as Mike Aldridge will attest to, after losing a front wheel in France.

We have "Drive It Day" coming up on the 24th of this month, we are going to the very interesting Whitewebbs Museum of Transport near Enfield with dinner (optional) afterwards in Botany Bay, that is Crews Hill, not Australia. It promises to be a great TRip out, so get your entry in and also buy a Rally Plate in aid of childline.

Finally, don't forget to check out the LVG page on the TRR website for news of upcoming events and reports along with photos in the gallery.

Take care and stay safe.

Phil



LVG Events & Start Stop Weather

I trust everyone got their cars out and enjoyed the really warm weather a few weeks back. I was abroad playing golf during that glorious week and I can reliably inform you that the rain in Spain DOES NOT stay mainly in the plain. The amount of water on the course was biblical!!

Now I am home, the weather has returned to normal, but we have lots to look forward to and your Events Team would love to hear from you. Simply reply to the LVG email address and let us know what you want/think.

We plan to start our midweek evening meets in May and carry on through the Summer on the first Wednesday of each month. Do members want this to be an eating or just a drink and a chat format?

A new concept we plan to start soon, is midweek breakfast meetings. Although still in the early days, we will probably look for a venue where we can arrive between 9.30 & 10am and have breakfast. If anyone has any ideas for places to go, let us know.

Our next normal Sunday club meeting at the Cock actually falls on Easter Sunday 17th April. We contemplated changing this, but in the end decided to go ahead on this date. We will 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. Pre booking is only required if you wish to eat, otherwise just turn up. We had 17 TR's there last month, but come in what you like.

FBHVC Drive it Day is taking place a week later on Sunday 24th April and we will be meeting up with our chums from Camb Followers. You should have already received an email with details of our drive to Whitewebbs Motor Museum near Enfield. Join the drive or meet us there. 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

On the subject of photographs, we really want to receive pictures of you and your car wherever you go. That is for the whole year. Send them to the email above and towards the end of the year your photo could find it's way into the LVG calendar. Many of the pictures in this years calendar were taken on a phone, so don't think you need to be a David Bailey to send us your images.



Are you joining us ?



You have all the details and Entry Form and
You really want to DRIVE your TR

Complete the Form and send it to Phil please
.....or by 17 April

The distance from Coton Orchard Garden
Centre is only 52.4 miles.

Easy to follow, tulip diagram route instructions

**IF you want to join us...
the time to enter is NOW**



It won't be long before the Summer weather arrives for good and you will have opportunities to go to a large selection of local events. Check out what we know about on our full list of events by visiting 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 March meeting to raise money for the Ukraine Humanitarian Appeal. It was wonderful to see so many members at the meeting and even better that so much money was raised for such a good cause. Thank you.

Get those cars out and send us your photos.

See some of you at The Cock on Sunday 17th April.

Phil & Mike - LVG Events





The Mutterings of Muncer

Pete Muncer



Following last month's TRunnion cover photo featuring a delightful young lady, I will commence my Mutterings this month on the topic of models – model cars.

Some years ago I started collecting 1/43 scale models of cars that had competed in "Le Vingt-Quatre Heures du Mans" (yer actual French), with the idea of building a model of the pits at Le Mans, with the cars lined up in front. Over a number of years I built up a collection of some 30 models, ranging from a 1929 Bentley, through Jaguar D-types from the 50's, Ferraris from the 60's, Porsche 917's from 1970/71 period, finishing with more Porsches from the 80's. Inevitably the model of the pits was never built, and the cars sit gathering dust on top of the cupboards housing the 25 model locomotives for the St. Petrox branch line (but that's another story). One of the cars is liveried as a model of the 1959 TR3S – however close inspection reveals this to be simply a regular TR3 with a Le Mans paint job – no sign of anything to do with Sabrina (ah, now we are back to the other sort of model). Stirling Moss apparently enjoyed a ride with Sabrina (stop it!) at the Australian G.P. in 1958 – he was most impressed with the leopard-skin loose covers (on the car!).

Reverting to "full size" vehicles, in the last issue, Pierre Miles was recalling his early motoring history and first car. At this point I have to make a confession – my first car was a bond minicar - there, I've said it quietly so maybe nobody heard – oh damn it, here is a pic of a similar one - it was a 3-wheeler with a 200cc engine, OK? At least it was in British Racing Green livery – and it could spin round in its' own length (very useful – no reverse gear). I recall in the bitter winter of 62/63 driving the thing along ice-covered roads in Epping Forest – my father thought it would be good training. After passing my driving test I upgraded to four wheels with a 1953 Ford Pop – but that had to go following the disgrace of being overtaken going up Muswell Hill by a fully laden Routemaster bus. After that it was a 100E Prefect, then an A-H Sprite Mk. 2 (which I managed to write off by colliding with another 100E!). Fortunately a very nice young lady called Sue then let me drive her Fiat 500 for a year or so (we were married by then). Then a vehicle was needed to tow the trailer with the autocross car on it, so for a couple of years we owned a Ford Corsair V4 – not the most exciting car on the road. Twenty years later I did acquire something rather more exciting, an Audi Coupe (not a Quattro unfortunately) – but that had to be moved on when I bought a certain green TR4A. Talking of green TR's, I did a double take when I saw the pic of the TR4 project car for sale last month, with an ABH series plate, as my car is ABH 261C.

So our esteemed Archivist Mr. Chidwick informs me that I was on the LVG committee for 15 years? – I'm somewhat amazed that I lasted that long. After a few years in the 90's as Editor of the LVG Newsletter, my replacement was Phil Jones, and it was Phil who came up with the brilliant title of TRunnion. Phil & Sue Jones now live in Shropshire, and we spent a most enjoyable weekend with them last month, inevitably reminiscing about our past LVG activities. A group of us did a number of tours in the U.K., Ireland, France, Holland, Belgium and Northern Spain back in the dark ages, and called ourselves the "TR TouRists" (so no prizes for originality). Pete & Amanda Cranwell have lived in Normandy for some years now, although we haven't seen them following the combined impact of Brexit and Covid – Pete & Sandra Bradley still live in Harpenden, and their son Jamie now has taken over Pete's Scimitar convertible.

The March gathering at The Cock saw an excellent turnout of TR's – but when we arrived there was only Chris Glasbey's car other than mine which was not red in colour – have I missed a new Group ruling that says red is the

official LVG livery? Fortunately most of the later arrivals were anything but red, including Tony Bannard-Smith's car, which is beige or coffee or whatever the official Triumph livery says. Tony is debating what livery should be applied to his second TR which is currently under restoration – apparently the car originally was – yes, you've guessed it – red. Anyway I should not quibble about colours – my 4A's livery ex-factory was white, but then was changed to green around 1990 by the man I bought the car from, but not to a genuine TR livery – I was told some years ago at a show that it is Napier Green.

It was very gratifying while at The Cock, that several people came up to me and commented that they enjoyed reading these Mutterings covering all sorts of topics, many of them not TR-related. My initial reaction was that these folk need to get out more, but then I tried to explain that, as there are plenty of people in the Group who are much more knowledgeable about TR's than yours truly (just about everybody in fact), I often fill up the space with rallying and racing stories – which leads nicely into the next couple of paragraphs.

A racing name from the past sadly passed away last month, Vic Elford – his name is hardly known outside of the motor sport fraternity, but this man was the best all-round driver certainly of his era, and possibly of all time (with the exception maybe of Stirling Moss). "Quick Vic" Elford started his competition career in rallying, and he was a member of the famed Triumph works team of blue TR4's, before moving on to Ford and Lotus-Cortinas. By 1967 he was the European Rally Champion driving a Porsche 911, and he also won (with his co-drivers) the **84-Hour** Marathon de la Route at the "old" Nurburgring (84 is not a typo). His 1968 season was even more remarkable – in January he won the Monte Carlo Rally (see pic 1), and just a week later won the Daytona 24-Hours race in a Porsche 907. In May he won the Targa Florio race in Sicily in another 907 (see pic 2), fighting back after losing **18 minutes** on the first lap due to tyre failure. In July he came 4th in his first ever F1 race at the French G.P., in a Cooper-BRM, which was not the most competitive car by any means (in fact the Cooper team retired from F1 at the end of the year). Vic never did manage to win Le Mans, but in 1971 he was timed at over 380 kph down the Mulsanne Straight in a Porsche 917 (see pic 3) – would you fancy 240 mph down a French Route Nationale in the dark?

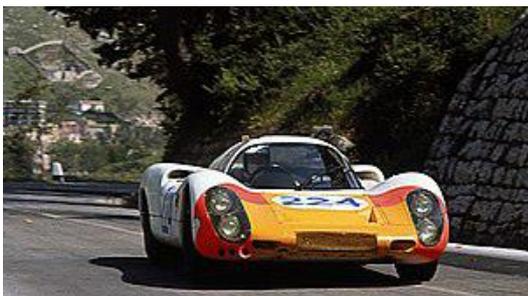
One of the aspects of motor sport back in Elford's era which sadly has been lost, is the mix of races (and rallies) in which top drivers competed – of course, that was partly because the financial rewards were so much less, and therefore more racing meant more opportunities for making money. In 1965 at Brands Hatch, for example, I remember seeing Jim Clark racing in a Lotus-Cortina, a Lotus F2 car, and a Lotus 40 Can-Am sports car, all in one afternoon. Nowadays the money available means that F1 drivers can earn millions for just 23 races in a year – apparently Verstappen's new contract with Red Bull is worth nearly £40 million/year (and all the Red Bull he can drink), and he has signed until 2028 – no worries about a pension plan then.

However Mr. Verstappen was a very unhappy bunny after the first Grand Prix of the season in Bahrain, being forced to retire near the end of the race and watch a Ferrari 1-2, although he was happier the following weekend, beating the Ferraris to win the Saudi race. Mercedes were rather lucky to have finished 3-4 with Hamilton and Russell in Bahrain, but were off the pace in both races and suffered from a nasty dose of "porpoising", which sounds very uncomfortable. The story of the Bahrain race however was Kevin Magnussen, who finished 5th in a Haas – ten days before the race he didn't even have a drive in F1, until the team's Russian driver and associated sponsorship became not the things to have (quite right too). The team were consistently Haasing-about at the back of the grid last year, so this was a very encouraging start to the season – whether they will be able to maintain this form throughout the year remains to be seen.

By the time you read these Mutterings, we will have carried out the route survey for the CACCC Springing Up Tour, and the tour itself will be imminent. It appears that I have managed to design a route with very few petrol stations along the way – fortunately there is a BP station about 10 miles into the first section, where all entrants will be advised to top up with E5. What price/litre we will have to pay is anybody's guess, even after Mr. Sunak's trimming of the fuel duty (just paid £1.75 at our local BP when filling the TR with E5/Ultimate).

See you at the Whitewebbs Museum on Drive-It Day.

Pete.



TR5 efi upgrade + TR3A to N.Ireland

Hello Chris

I've written an article for the Trunnion, all about a Jenvey EFI upgrade on my TR5. Also, a few words about Dan's TR3a which has relocated across the Irish Sea.

Jenvey EFI Upgrade

Before we had ever heard of covid19 TR Action posted a Pyrenees tour itinerary which looked like a really special trip and got me very interested. I have read many posts over the years and had many conversations with Tr PI owners who have all experienced the usual overheating petrol pump and other common breakdowns related to the petrol injection system. Tales of emptying boots to help cool a struggling petrol pump and using bags of frozen peas to speed up this process were common. With my TR5, the pump is mounted outside the car underneath the rear wing (a recommended upgrade) and, although I'd only ever had to clear blocked injectors, I had decided to fit an electric fuel injection system.

I have listened to many conversations about how Triumph knew what they were doing when they built these cars and I agree, built to a budget Triumph built cars that were keeping up with other manufacturers at that time, building arguably the better-looking sports cars but having said this, in today's world, they wouldn't still be building cars in the same way. I am of the mindset that if I can improve my car, I will give it a go, and I've kept, cleaned and cherished all the parts required to restore the original PI system in future.

After researching EFI systems and the companies that supply and install them I soon found out that there are lots of options. I had seen a TR3a with a Jenvey system and this looked particularly smart with an owner who was over the moon with it. Other TR members had very different opinions and it was becoming a minefield of options.

I contacted Emerald, who are an agent for Jenvey, and realised that installing this myself was beyond my capabilities. Even when ordering parts it suddenly became very technical so I asked Jason Wright from Wrights's Classics to help me out. Like most TR owners, I enjoy a bit of tinkering and Jason was OK with me

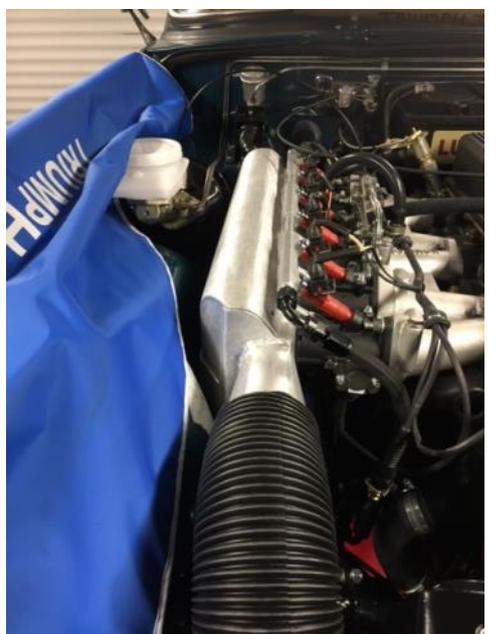
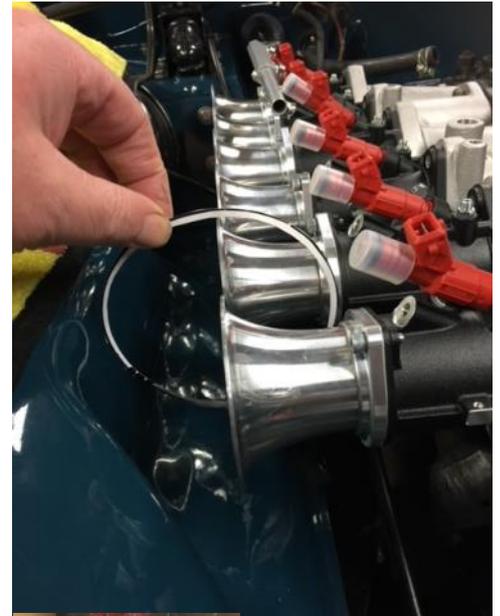


watching him and working with me whilst we fitted the EFI. I chose the black wrinkle painted throttle bodies, you will see in the picture, to replicate the injectors slightly, rather than the Jenvey Heritage throttle bodies replicating Webber carbs. Just as the parts arrived, so did Covid19...

Once lockdown rules allowed, Jason and I worked on the car starting by stripping parts to clean and restore, or to send away, such as the exhaust manifold for ceramic coating. A number of people I had discussed this installation process with believed it was a dedicated kit of parts. It isn't! I found that you need to do your research, check which parts you are buying and buy from a company that offers after-sale support, or reach out to Jason. There was a fair amount of head-scratching but Jason soon worked his way through the wiring and the various steps of the installation. As you can see, a new timing chain has been fitted and reset, we set up the positioning pickup from the trigger wheel for the timing and then painted this after welding in place.

When fitting the EFI we were keen to make sure it looked as good as possible. Jason did a marvellous job of hiding the wiring and fitted parts as discreetly as possible. We kept the original yellow fan but also fitted a blower electric fan. Once the throttle bodies and trumpets were fitted this presented me with a problem, fabricating an airbox that looked similar to the original. I wanted to keep the original air filter so I started by cutting a piece of 100mm waste pipe which lead onto my cardboard mock-up. This was likened to a Christmas cracker and by this stage of the project, we had reached Christmas and colder days out in the garage. It took many attempts to fit this into an extremely tight space and there were some intricate angles to contend with. I copied dimensions from the Jenvey throttle bodies and cut out the mounting plate. This almost finished my drill as the hole cutter put the drill under a lot of stress and soon began smoking. Once this was done, I had a friend with a metal work company build the air box using my mockup and it was then powder coated.

As you can see by the accompanying pictures, Jason was incredibly thorough at each stage, even though we had to bench the project at one point when the second lockdown was announced. Whilst the car was laid up I decided to redo the front bushes and upgrade the brakes, this received lots of criticism and I was told the brake pads were only suitable for track day cars where they would run much hotter than every day driving. In my opinion, these are working extremely well and I'm glad I didn't listen to the sceptics. Obviously, I am not the first to fit Wilwood brake parts on a road car and they stop the car brilliantly. Also, I decided to fit larger front hubs and bearings. Jason was on hand with top advice, even when he was unable to be with me in person



and we soon had the TR5 back together. He has also advised that the engine was in need of a refresh so keep an eye out for the next chapter.

Nick Theze.



TR3a makes the Journey to Northern Ireland

After Dan and I completed the restoration of his TR3a, it stayed with me in Hertfordshire whilst he lived in London for a year and then decided to move back to his (now) fiancée's homeland of Belfast, Northern Ireland. Just before the pandemic he & Lucy bought a house and spent lockdown redecorating. Although the inside of the house is nice, I think Dan has spent more time and effort on ensuring the garage is in good order to house a TR3a.

We were soon ready to plan a trip to migrate the car across the Irish Sea. Unfortunately, with Covid the road trip to Belfast we had planned had to be re-scheduled. Winter then arrived and we weren't prepared to subject the underside of the TR3a to salt, mud and plenty of moisture.

In March, we decided we'd waited long enough and a wise idea would be to borrow a friend's transporter to put the TR3a on before driving up to Stranraer on the South East coast of Scotland. We were constantly checking the weather and spotted a window of opportunity so Dan flew to Luton on the Friday night and we drove up to Scotland on the Saturday. We stayed overnight in Stranraer at a hotel which houses the Stranraer Curling Club in their ice rink at the rear!



The next morning in very blustery conditions Dan drove onto the ferry destined for Belfast taking up a spot behind a McLaren 720s whose owner was much more interested in the humble Triumph. It was only a short drive both sides from Stranraer to Cairnryan port and from Belfast port to Dan's house but with some fantastic coastal roads and little traffic once outside of Belfast city, I'm sure the TR3a will experience some fantastic outings.



Nick.





All the best to you Danfrom everyone at LVG

Letters ...

Dear Ed,

In response to your little (literally) question in TRunnion 202202 ("Will anyone write in?") here are some updates on my 'From the Archives' article.

Firstly, from Ian Cornish:

<<

A minor correction to your note in the latest TRunnion.

Although I had owned a TR2s for some 6 years, the first for just a year, the second for 5 years. When, in the latter, I hit a large puddle at speed, the rubber mat was forced upwards and my passenger got very wet! That was the decider, and I dismantled the car in 1969 and sold the parts as spares because it would not have passed an MOT - lack of floor, particularly for the passenger!

I bought 4VC in October 1969 and joined the TRR at the start - but didn't make it to the first meeting because I was working at Kingsnorth Power Station that Sunday as we were working 7 days/week to get the instrumentation & control equipment installed and commissioned as rapidly as possible.

I was a founder member of the first Local Group - Thames Valley - June 1970.

As a TR4 owner, I was classed as an Associate Member and remained as such until the TRR finally accepted TR4 owners as full members. In 1971, I became the Technical Editor and, despite being an Associate Member, a full member of the Register's Committee, and remained so in both positions until 1986. In 1983-1985 I was the club's first Chairman - seems strange that we didn't have such until 1983 !

>>

I remembered that Ian's brother Peter came to some of the early meetings at Knebworth., possibly in a TR2/3 and recalled Ian coming in a Renault R4, which he confirmed:

<<

Yes, Peter had a TR3 and he and Helen lived in Dunstable. His TR contained a considerable amount of angle iron to hold it together! I recall that we had to replace its right rear spring, but the pin refused to come out, so we hacked away the bodywork sufficiently to permit the dangling spring to be pulled clear! In those days, keeping the car running was of prime importance - no one thought of preservation apart from Chris Sergison and John Davies.

And I did have a Renault 4 - a marvellous and very rapid little machine which, despite its small dimensions, could carry a great deal because the rear seats dropped down. In fact, the new chassis which I bought in 1971 for a bargain £40 as a "just in case" spare from Lankester's of Kingston on Thames (thanks to a tip from John Davies), was transported on the Renault's roof when I moved to Maulden. And, when Neil found in the re-build of 4VC in 1980-1983 that the chassis was beyond repair, Colin Matthews did what



the Comps Dept did in 1962/3, and faithfully copied every modification onto the new chassis. So, having been treated with Corroless and Waxoyl, 4VC has an exceedingly strong chassis which should last a few decades! I'm not certain, but I think I transported a TR engine in the back of the Renault.

>>

Secondly, extracts from John Hanna's emails:

<<

Just received the newsletter. I only scanned it as currently cleaning the house on preparation of kids coming this afternoon to stay.

It looks very interesting as usual and I look forward to read it properly later.

Something made me read more closely your interesting article. Thank you so much for remembering me/the V8 and your kind words. Took me back half a century nearly.

Julian Stephens just this week sent me some amazing pics of my TRs. A couple attached. My white TR4A at Goodwood 1977 and V8 goodness knows where.

My V8 TR3 is now owned by Bob Pomeroy's brother in law. Bob was my partner in crime starting up the North London Group. Incredibly his brother in law bought the restored car and subsequently found my name in the paperwork that came with it.

I have been toying with the idea of one day re-creating the car. Would be great to get my hands on my old one once again. Would be nice to have them in the same stable.

The photo of the rear end of the TR3 V8 is one of several sent by Graham Shipman of the LVG to Julian Stevens just last week. I don't know Graham but will certainly thank him if I meet him.

Another one of those was taken at Donington at the National meet in 1977. The TRS steals the show but the nose of my V8 can just be seen in the background. Never realised one of my cars shared space with a TRS.

Also meant to say Brian about the tow bar on the V8. That was used to tow the boat of my diving club. That went to the West Coast of Scotland, Wales and Cornwall, always open topped on aeroscreens. Photo attached is at Solva in Wales. Often people on the motorway hung out of their car windows taking photos.

Should never have removed the V8. Did that so I could race legitimately in TR events. With the V8 I was allowed to race but not for points in the championship. Had great fun in mixed sports car races though. Nearly won my first ever race at Silverstone. Was in the lead for whole race but overheating engine forced me to slow and was overtaken on last corner by a heavily modified MGA. Great memories.

PS. The Daimler V8 was the pre- production engine - engine number EXPD1. It was a bench test engine never fitted to a Daimler. Once no longer required an engineer 'acquired' it and fitted it to his TR3. Many years later (1975) I saw it advertised in Exchange and Mart as having a seized engine. I bought it for spares for £100 and soon found it that it wasn't seized but the



plug leads were all the wrong way round. I was so excited when it fired up. With very little expense or effort I went racing in that for two years.

Those were the days.

Not sure if I have already sent you the attached photo which Julian sent me. It is the only picture I have of the V8 engine bay. Wish I had taken some detailed pictures.

Note the high tech bonnet stay!

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In addition to those email exchanges, I also had a lengthy phone chat with Graham Shipman, former long-serving LVG committee member and one of several ex-LVG members now living in Norfolk. Following our chat, Graham sent me a memory-stick containing 644 photos of various LVG events covering 1978-85, followed by a few extra photos from the 25th Anniversary Lunch at The Station Hotel, Knebworth on Sunday 11th October 1998.

We hope, as part of our 50th Anniversary celebrations, to have an event at each of our original headquarters - The Comet Hotel, Hatfield and The Station Pub (no longer a hotel), Knebworth.

Meanwhile, I will repeat my appeal for any copies of TRunnion not currently in the archives and any photos, memories or stories from LVG past events, especially from the early days.

Brian Chidwick



HRCR Cambridge Classic Run

Pat Glasbey



After the obligatory bacon roll, a very frosty but sunny start from Duxford Airfieldtook us on a 90 mile tour around Cambridgeshire with a dip into Suffolk.

There were 61 starters, with the TR3A being the oldest vehicle on the event (apart from a Landrover). This run seems to attract more saloon and modern classics than any other event we do.

Paul Richardson followed us in his TR4A as we made our way through Whittlesford, Harston (via a diversion), Haslingfield, Oakington and Cottenham. We were travelling at a fairly pedestrian pace behind two classic saloons, to arrive at Denny Abbey & Farmland Museum for the coffee stop. One small boy (who was excitedly watching the cars arrive) jumped up and down when he saw us and said "here's a proper classic car" which made our day.

Denny Abbey and Farmland Museum is managed by English Heritage. The Abbey was founded in 1159 and the museum has a huge collection of farm machines and information on rural life. They also serve the best home made cakes ever.

Suitably refreshed, we set off and for the next 60 miles led Paul & a Citroen GS 1220 Club at a more rapid pace through some beautiful villages (Ed's note: 30mph in villages) and into Horse Racing land with many estates, paddocks and yards on the route.

We went via Waterbeach, Swaffham Bulbeck, Reach (crossing Devils Dyke, an Anglo Saxon earthwork), Exning (thought to be the birthplace of Queen Boudicca), Snailwell, Chippenham, Moulton (past the stunning Grade 2 15th Century Pack Horse Bridge), Balsham and Hintlesham. The ford here was an option but was full of ducks, so we kept to the road.

Returning to Duxford, we then had time for a wander round and all agreed it had been a fabulous day in absolutely perfect weather.

Pat.



The 1950 Fergie Tractorthe engine chosen for TR2





*LVG members were out everywhere on Sunday 10 April.
See below....Phil, Jon and others were at Stibbington Diner ...*



Pierre was on a Club Triumph Rally with Tim Hunt and Tony and Barbara are still touring around the best roads of Scotland on the North Coast 500

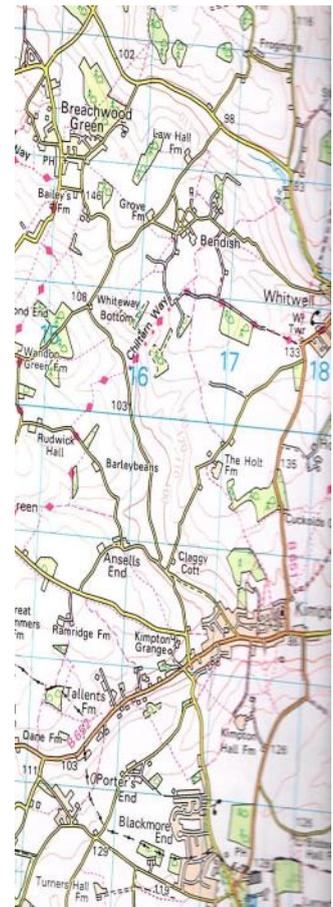


The Derek Pollock Memorial Rally

Club Triumph Navigational Rally

Saturday 9 April was the day that TS2 left Bicester at the start of its 2022 national tour, but unfortunately the LVG group run to join in the event was called off. However, the day after saw several LVG members venturing out in their TRs to participate in other events. Several found themselves a few miles north on the A1 to meet up with other classic car owners at a diner. A couple of others joined in the Cambridge Classic Car Club tour starting and finishing at Duxford.

For my part, I joined Tim Hunt in his venerable TR4A on a Club Triumph 12-car navigational rally that was run under the auspices of MSUK. Just to explain that description, the event is competitive for no more than 12 vehicles, organised in accordance with the requirements of a permit obtained from Motorsport UK and requires participants to show some expertise in deciphering several different methods used to define a route, based on the use of OS 1:50,000 Landranger maps. This event started with crews receiving instructions defining the route for the first section of the event. Once the plotting was finished each crew then received the instructions for the subsequent section, totalling 10 sections). The photo shows crews 'adopting the plotting position'. With the final section plotted, the crews set off individually to drive their route, nominally 85 miles expected to take about 4 hours. There is however no actual timing associated with the driving, except the time at which the destination pub closes. The organisers place code boards out on the correct route, that the crews are required to note down to demonstrate they have followed the correct route. Additional boards are placed off route especially in tricky places to catch out any crews that made errors. Points are awarded or removed according to code boards noted. Additional points can be awarded by correctly answering supplementary questions such as 'How many ducks are there on the roof of the pub at the end of section 7?'. Most points



accumulated then win the event. The time taken in pre-departure route planning is recorded and can contribute to establishing the final result of the event should there be a tie in points

In some rallies, observers are positioned along the route to monitor driving standards and approaching route passage control points from the wrong direction. Penalty points can be awarded.

On this rally, called the Derek Pollock Memorial Rally, in memory of a long serving and senior member of Club Triumph, I was the navigator for Tim, with the main function of knowing where we were and where we were supposed to be going. Suffice for me to say that I didn't always get it right! A number of U-turns were required, with which Tim coped admirably. As of now, I don't know the results of the rally, but I do know that we did not come last.

What follows is an example of one of the more simple route defining methods, as used on 10 April for section 8, based on using OS Landranger 166 Feb 2018 edition covering Luton and Hertford. Attached is a scan of the relevant area. Unfortunately while the grid line numbers are visible they are not prominent. The start location at Passage Control (PC7), is given by the coordinates 162.5 125.0 Crews are expected to know that the numbers listed are grid lines on the map, then work out the shortest route to PC8 using CRO (coloured roads only), not using any stretch of road more than once, but crossing the nominated grid lines in the order given, noting that the grid line numbers for Eastings and Northings are very similar in this area of the map. The nominal time to plot the each section route was 6 minutes.

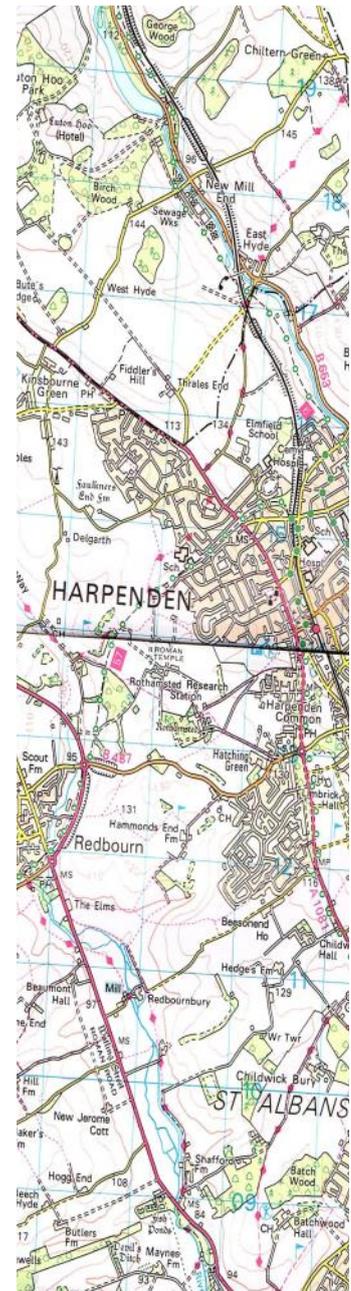
Section 8 (CRO)

13 16 13 12 15 12 14 14 14 13 13 13 12 12 11 12 11 13 11 14

You are now in the grid square for PC8 located at the entrance to a club house, what is its GR?

Q: What was the last spot height you passed through?

Now to the other info: There are plenty of guides available to help understand the varied methods used to define routes, but not the deviousness of the route setters in trying to catch out the crews. Max attention must be paid to the instructions and then to the maps – a magnifying lens is an essential piece of equipment. Try practicing by doing the table top rallies set by some clubs. If it is a rally that requires you to actually drive your route, keep a very close eye at all times on your actual location and the location of the next turn. Time management is essential, especially if there is an actual cut-off time for the driving, called OTL. It might be necessary to miss out driving the final sections to avoid being outside time limit at the end



Did I enjoy it? Absolutely.

Would I do another? Certainly, but with better time management of the various tasks!

What cars participated? A handful of 2000/2500 saloons/estates, a Dolomite, Stag, Corsa, Midget and TR4A of course.

An unexpected bonus for me. A better appreciation of what it is like to be a passenger for a few hours in a TR, especially when required to navigate to any extent, even with such an expert and experienced driver as Tim. (I now understand what it is Pat has been telling me all these years.)

And if you had a go at section 8, the GR for PC8 is 107.5 141.0.



In memory of Derek Pollock

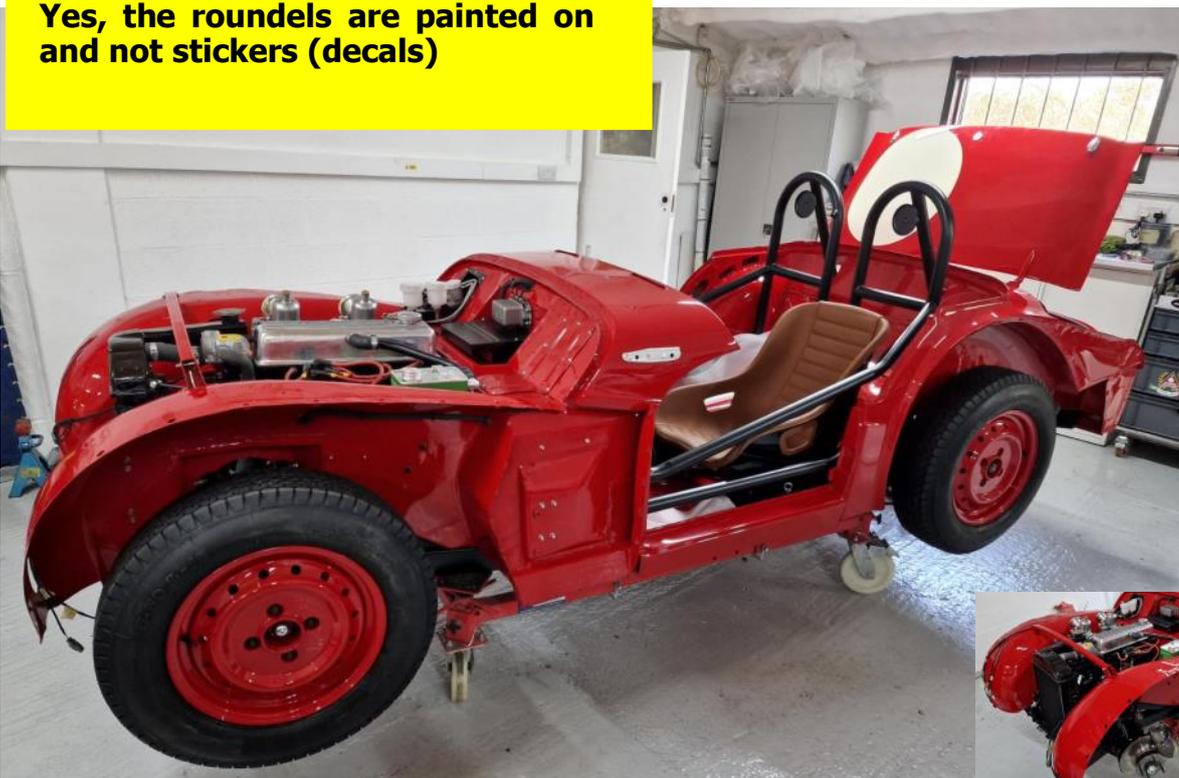




Thanks Geoff for this photo update

PKV 373 The development TR2 for the famous TR2 LeMans race cars.

Yes, the roundels are painted on and not stickers (decals)





PKV373





Exclusive to LVG members !

A Special Presentation and Walk Through of the Catalina PBY 'Miss Pickup' and Workshop at the IWM Duxford on Thursday 16th June 2022

The Catalina Society have prepared a whole day session exclusively for LVG members, where the Catalina Ground and Air Crew will talk and tour you through the history of the Catalina PBY and it's role in WWII and more specifically, the history of Miss Pickup G-PBYA and her role in WWII to the present day.

The day will start with pre booked LVG members arrival at Duxford at 1000hrs Arrival and Entry to IWM Duxford

1015hrs Assemble at Hanger 2 (Catalina IDome)

1020hrs Welcome Brief and Refreshments

1030hrs Catalina Presentation and Talk

1100hrs Split into 4 Groups of 4 People each

1110hrs -1450hrs Each Group Staggered and having an On-Board Aircraft Cockpit Tour & Talk followed by the Aircraft Blister (Observation section) Tour & Talk, then on to the Aircraft Workshop Tour. While one group is on the plane the other groups can view IWM Duxford, specific times will be given for each group

1230hrs – 1330hrs Lunch, Individuals will make their own arrangements

Mobility In order to get onto the plane, individuals must have reasonable amount of mobility i.e. climb the planes rear Air-Stair and move from compartment to compartment within the plane.

Admission

There are two fee paying options to attend the event, the first is:

Becoming Catalina Society Annual Membership at £25 per year, paid for prior to the event. This has the added advantage and includes free family access to Duxford all year round, as Phil Sanford will testify. All proceeded from the membership fee goes towards the running and upkeep of Miss Pickup

The second option for those who do not want to take Catalina Society Membership there is the normal IWM Duxford- Adult Day Pass £25 each; Concession £22.50pp

Important – There is limited availability on the day, so save the date and LVG Events will call for participants in early May. Don't let that stop you joining the Catalina Society and start enjoying everything membership provides



Shine & Show is back !

See you on 20 July



Bring your Classic Car to our

Shine & Show Night

On: Wed 20th July 2022 - 4.30pm - Dusk



@

**The Cock Inn
Broom
SG18 9NA**

**Serving great beers
straight from the cellar &
tasty food from the BBQ.**

LIVE JAZZ BAND
"Lend Us A Tenor"

All classic cars welcome
The show is staged on a large field at the rear of the pub.






Trophies for:
Best Sports car
Best Saloon Car
Best Rolling Restoration
Best TR
Furthest travelled to the show

Enquiries via email to:
trr.lvg@gmail.com







FREE
ENTRY

Grand Prize Raffle



Turbo boost fastest TR8 in the World



It all started months ago when David was puzzled when Pat announced that she was going to have a few sessions at the Gym in order to build up much more strength in her arms. This was all in connection with a secret project that started life in Scotland and then transferred to a workshop in Bedfordshire. Pat was worried because she very much enjoys driving her TR7V8 in standard trim (pictured above before the conversion). However, she had agreed to the project, and work began on uprating the suspension before bolting this unique turbo thrust Booster to the back of the TR, cut into the centre of the boot. Although David and Pat have enjoyed many touring holidays in the TR, Pat is going to need strong arms and a lighter push on the accelerator to keep this car in check.

We think this TR may launch from 0—100 in around 3.2 seconds. However, there is a side effect which is likely to prevent it from being road legal. If the turbo reaches its highest pitch it may convert the air to ice particles and cause the road behind to freeze for up to 100 yds. Just when you thought the BMW behind was trying to catch up, a glance in the mirror may see him spin off the road. Very 'James Bond' and best of luck Pat. Cheers, Chris.



Maybe it was all a dream. Tony Bannard-Smith sent the photosit's an ice crystal making machine, half way up Cairngorm. Thanks for this story idea Tony. Ed.



2021 Club Triumph Reliability Run Charity Result

This is a thank you from Tim Hunt to all the LVG members who donated + the donation given from last years Shine & Show event

You may recall having very kindly sponsored my entry in last October's event in support of the Motor Neurone Disease Association.

I am sure you will be delighted to hear that at the Club's Annual Dinner and Awards Night, a cheque for £104,950 was presented to Ben Sharp, Philanthropy and Partnerships Manager of the MNDA, who expressed himself as both delighted and amazed by what the Club had achieved. The sum raised will make a significant impact on the charity's work to support carers of sufferers from this cruel disease and fund research aimed at finding improved treatments and, hopefully, one day a cure.

Of course the cheque we presented was a symbolic gesture, the funds had already been paid to the MNDA by JustGiving as they were raised and, in addition, the headline figure on the cheque doesn't tell the full storysince HMRC will be contributing a further £16,000 through Gift Aid.

The Club first introduced a charitable element to the Round Britain Reliability Run in 1990 and since then has raised over £800,000 for a variety of highly deserving causes.

With my grateful thanks once again for your generosity.

Tim .



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**



Good news from Mikevia a reader of Trunnion this TR4 has now found a new home in the Peterborough area.

One of the benefits for LVG members is to have free advertising in Trunnionand it works!