



The

TRunnion

Lea Valley Group News

202206 July





Editorial

It's "Shine and Show" time !

That's all I need to shout about here.

See you at the Show ...and also don't miss the special event for LVG at Shuttleworth a few days later !

Chris.

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DEADLINE DATE for articles
& photos for next issue is
TUESDAY 9 AUGUST

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

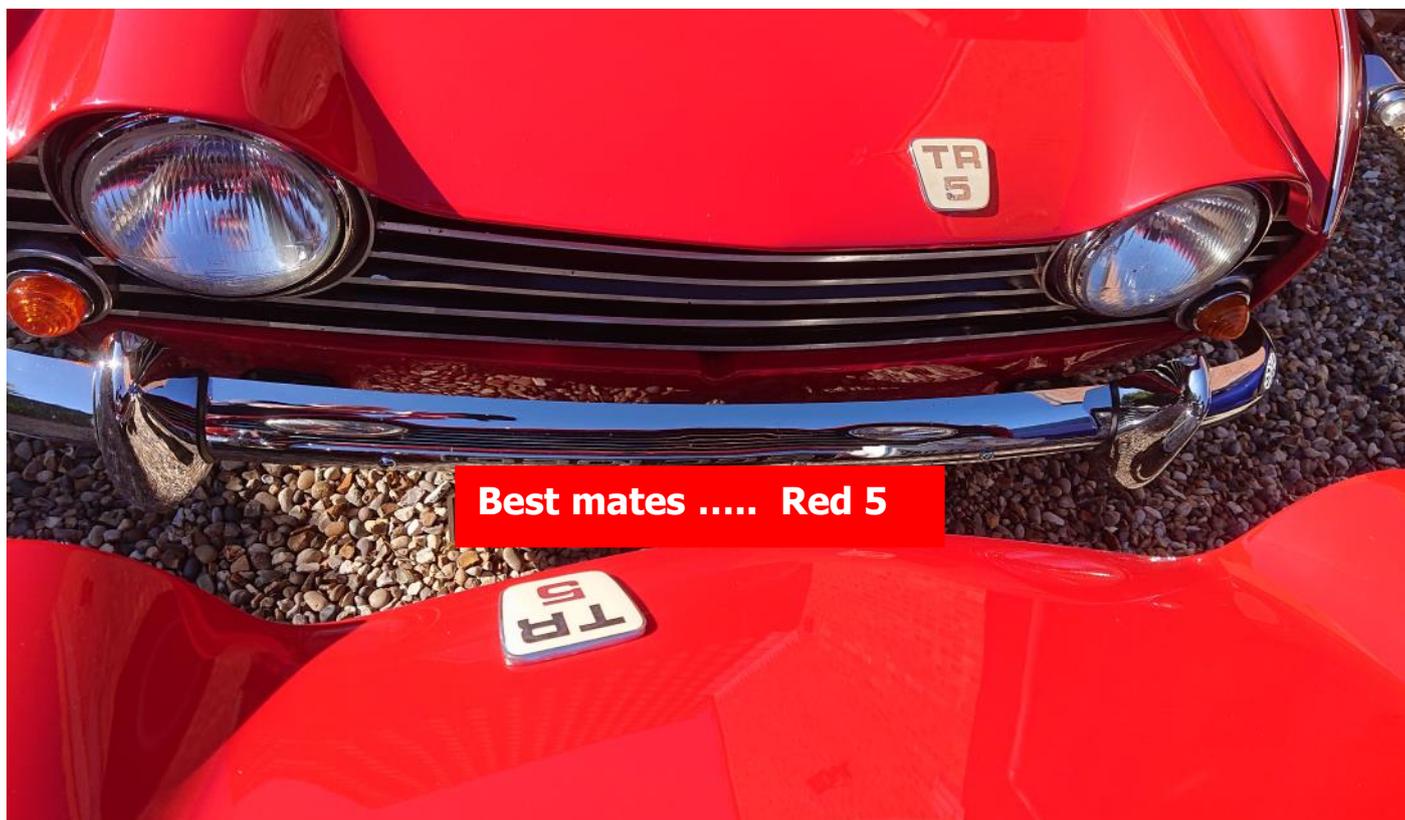
REMEMBER : All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : trr.lvg@gmail.com

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>



Best mates Red 5



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



Group Leader's Report



To start this missive, I would like to welcome two new members to the Group, first is Christopher Organ who has recently bought a very smart TR4. This adds another red TR to our ranks and we look forward to seeing Christopher and his car in the near future. Second is Luke Searle, who has bought a lovely green TR3A. Luke is no stranger to many of you as he has attended several events along with his father, John, in a TR4A which emerged in October after a very long restoration. As our youngest member Luke has awakened many memories in several of our "senior" members who drove side screen cars in their youth as everyday cars. After driving his car, I can testify that he has bought himself a very nice TR.



July started for the LVG with Classics in the Walled Garden at Luton Hoo and a lovely summer's evening provided the perfect backdrop to our picnic in the paddock, which is just outside the Garden. We had nine LVG cars attending and managed to secure our own parking area so we could all be together. It was good to meet, for the first time, Michael Boast who was in his lovely TR6. Michael had experienced problems with the fuel injection when he purchased the car and has had EFI fitted which has transformed the car. Hopefully we will see Michael and the car again soon. Coming up next month is a very similar event, the Pirton Classic Car and Motorcycle Show, on the 11th August. This year we have secured our own group parking area, so look out for the LVG banner when entering the recreation ground.



You will have seen in the "Events" article that this is a very busy and important month for the Group with our Shine & Show and TS2 visit. Please come along and support these events, I know that the TS2 visit is very close to S&S but we had no input as to when we had the car. There is still time to secure a £10.00 bargain by bringing your car along to Shuttleworth on the 24th, for details of advance booking check out the Events article.



The raffle at the S&S has been promised as the "best raffle this side of Singapore" by our raffle master Jon Evans. He has been very busy working away to ensure it has a truly stupendous selection of prizes. Top of the list is a 2-night self-catering stay in Aylsham, Norfolk. There is also a meal voucher for 2 people, a 1/2 hour massage voucher, a picnic hamper, wine, a Darren Clarke signed golf club, a bottle of 10 year old malt whisky, and a host of other prizes. There will be a donation from the proceeds of the raffle to this year's chosen charity: Sue Ryder, St John's Hospice, Moggerhanger, www.sueryder.org

We have been very fortunate in securing some sponsorship to assist with the expense of running Shine & Show from the Cambridge Circuit Co Ltd www.cambridge-circuit.co.uk and one of their directors, Guy, will be bringing his MR2 along to display. You may remember Guy from last year's show, where his young son was very excited to collect the furthest travelled cup on behalf of his dad.

I am looking forward to meeting as many of you as possible during July.

Phil



July EVENTS Shine & Show month

No apologies that this month we are pushing our Shine & Show event at The Cock on Wednesday 20th July – 4.30pm onwards.

We have our fingers crossed for a dry day at S&S, which will make it the usual success we have now come to expect. Thank you to those who have volunteered to help on the day, the more the merrier, so if you feel you can assist us, please come forward.

Immediately after S&S we have the honour of being the custodian of TS2 for a few days, so if you fancy a drive, let us know. Tony Bannard Smith and your Events team will be collecting the car from the White Rose Group in Yorkshire on the day after S&S and will be taking her to Shuttleworth on Sunday 24th July for a picnic and photo shoot. This is our opportunity to spotlight LVG within the TRR fraternity and at £10 per TR (includes all occupants), it is a way to visit the Shuttleworth Collection for a much reduced entrance fee. Use the special LVG link below to book and tell us you will be coming.

<https://www.shuttleworth.org/product/lea-valley-group-tr-register/>

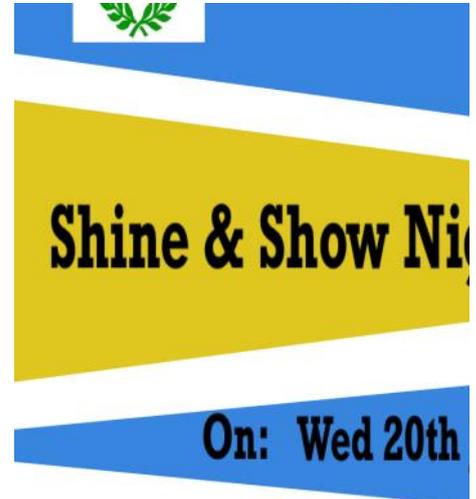
We then hand over TS2 to the Essex Group on Wednesday 27th July. This will be at North Weald Aerodrome, where we are once again hoping for a good photo shoot. We will be organising a group drive down to arrive around mid day for lunch at the Squadron Cafe, so if you fancy joining us, let us know.

If we are successful while TS2 is with us, we will be submitting an article and photos which could be published in TRaction or Classic Car Weekly (or both), so join us and you and your car could be famous!!!

We are now well in to the Classic Car season, so when the sun shines and you have the time, get your car out and come and join us. If you are reading this and don't have a TR, but fancy coming along with a member in their TR, let us know and we can probably accommodate you. Our full list of events can be found on our website, which we endeavour to keep up to date.

<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/06/1941/2022-Events-Calendar>

Phil & MIKE
LVG Events



All classic cars
The show is staged on a large



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



A Great chance to visit Shuttleworth for £10

**Sunday 24th July 2022
10am - 5pm**

Lea Valley Group of the TRRegister are taking TS2, the first production TR The Shuttleworth Collection and you can join us for the **discounted price of £10 per car, if you bring your classic vehicle.**

This is one day event and although there is no planned flying, anyone who knows this museum, will also know there are aircraft movements most days when the weather is fine. Entry gives you access to the Shuttleworth visitor attraction (excluding the house), including all the hangers and the numerous aircraft they house.

Visit the Shuttleworth website link below to get your ticket (the page can only be accessed via this exclusive link).

<https://www.shuttleworth.org/product/lea-valley-group-tr-register/>



Sunday

Support LVG hosting the visit of TS2 at Shuttleworthas part of its grand tour of Britain

This event deserves a BIG attendance from LVG ...so please buy your tickets TODAY! Only £10.00 per TR !

Sunday 24 July from 10.00am ... bring a picnic

When you have booked direct with Shuttleworth, also advise Phil so that we have an idea of attendance (e: trr.lvg@gmail.com)

<https://www.shuttleworth.org/product/lea-valley-group-tr-register/>



The Mutterings of Muncer

Pete Muncer



It is a shorter than normal contribution from me this month, so a Mini-Mutterings (cue cries of relief from the regular reader). One reason for this is the fact that the necessary surgery to my TR4A's driveshaft u/j's (and any other unidentified items) has not been undertaken yet, and as a result the car has not been mobile in the last month. JB Sports, the local workshop facility in Welwyn Garden City I use for TR services, has been busy over the last few weeks, plus Billy Bellinger has been a very busy Billy on recent weekends, with classic race meetings at Brands Hatch, Dijon, and Silverstone. Anyway a space in the workshop will become available for my TR very soon.

The CACCC Tibbles Tour on June 26th attracted 22 cars, including some familiar faces in TR's - Tim Hunt and Paul Richardson in TR4A's, and Pete Major (TR2), Denis Long and Peter Robey (TR6's). Numbers were a little down from usual for this tour, and as my 4A was absent, we ran as course closing car / support vehicle or what-have-you in the Skoda GTO. Although naturally I would have preferred to have been in my TR, driving the route in a modern car still was enjoyable, with some interesting roads in Essex and Suffolk. The only slight hiccup was a road closure sign near Clare – why on earth put up a sign saying "road closed ahead" when the closure was over 5 miles away? Luckily it did not stop folks getting to the first checkpoint at Clare Castle, which appears to have been selected as a stopping point for at least three classic car groups, with CACCC, some A-H Sprites & MG Midgets, and some relatively modern Honda S2000's. It was a good day out, with fine weather – the "car of the day" award deservedly went to the oldest car on the tour, a 1933 Ford Model Y (which made the oldest TR look a mere youngster).

My flippant comments in last month's TRunion about running the route in reverse for the Falling Down Tour, did seem to spark something off in my mind. Having initially planned the route to run in a counter-clockwise direction around the Cotswolds, I had second thoughts and decided that clockwise was a better option – so then followed hours on-line with Google Earth and re-typing of the road book. Of course, there is every possibility that the route survey itself (in August) may throw up some further changes – oh well, there is b***r all on TV in the evenings anyway. I might as well start to think about a route for the LVG 50 tour as well – at least that will be in a more local area and knowledge from previous tours will be useful. I am assuming that the tour will be run during the summer – the actual 50th anniversary date for LVG is sometime in January I believe. Our Editor has suggested a



Sorry....but this Ferrari GTO pic is just to compensate for Pete requiring an electric vehicle in TRunion

route of 100-plus miles in East Anglia for 25 cars (50 people), which sounds fine – presumably the tour would finish back at Broom? Time for some more pouring over the maps.

On the F1 front, the topic in recent weeks has been “porpoising”. For those of you unfamiliar with the foibles of modern Grand Prix cars, this occurs when the ground effect generated by aerodynamics (once described by Graham Hill as “aerodoomanics”) is temporarily lost before being recovered and then lost again – hence the bouncing or porpoising effect. The team most affected by this problem has been Mercedes, so Hamilton and Russell have been finishing behind the Ferrari and Red Bull cars (although not on porpoise of course). This has allowed Max Verstappen to win 6 out of the first 10 races on the calendar, so he should be odds on for becoming World Champion again by the end of the year (although nothing is certain in F1). Verstappen has won more Grand Prix now than either Fangio (24) or Jim Clark and Niki Lauda (25), but nowadays there are 23 races per season rather than only 8 or 9 in the 1950’s, so lots more opportunities for race victories. I still reckon that Fangio’s win rate of 47% (24 victories out of 51 races) is going to take some beating – even Hamilton is only on 36% currently, and that figure is going to be lower by the end of the season.

Finally, a sign of the times – the fastest car up the hill climb course at the recent Goodwood Festival of Speed was ELECTRIC – the McMurtry-Speirling EV (see pic) which set a new course record of 39.08 seconds for the 1.1 mile hill, reaching a maximum of 149 mph – a bit quick isn’t it?
(I was not quite as quick up the hill in the TR, back in 1997 on the Haynes Falling Leaves Tour).

OK that’s it for this month – hopefully next month more TR activity to report.



Pete.



Red 5



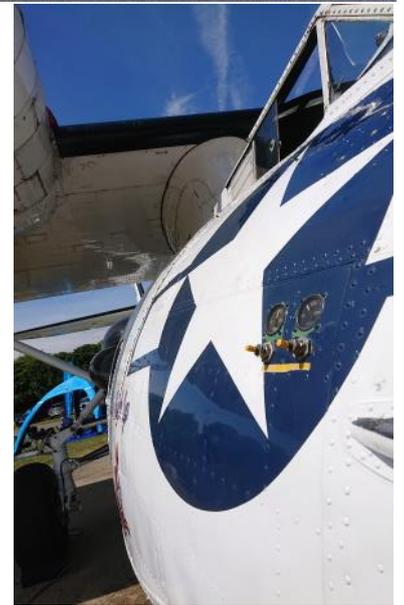
With thanks to Phil M. for the special invitation to visit IWM Duxford to see the Catalina Flying Boat, learn of its history followed by a tour of the aircraft and also the hangar workshop. Some of our group below are standing in the space "Miss Pickup" sits when she is brought inside the hangar.

If there is demand, we can organise another visit for those who missed this special day. Please email Group Leader Phil.

See **TRUNNION 202203** for full details of the days programme.

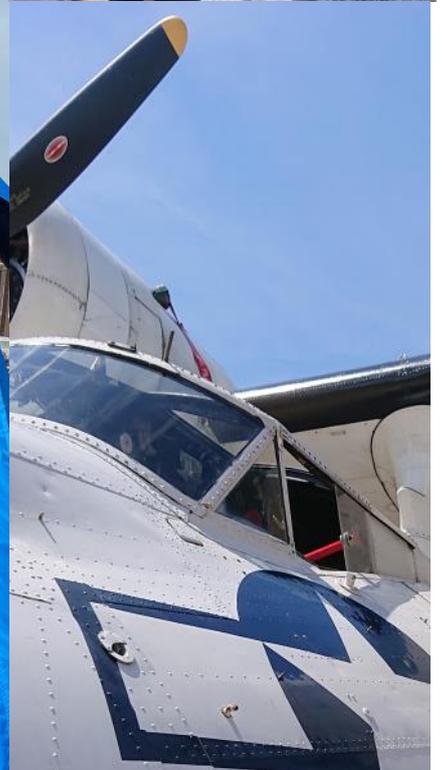
This also included plenty of time to tour other areas of the Museum site and we were entertained in the air by planes rehearsing for an airshow. A Spitfire looped-the-loop and a few older planes flew in tight formation, like a bunch of giant grasshoppers. No, I am not a technical reporter of historic aircraft.

Like Shuttleworth, IWM Duxford is always worth a visitand may I suggest that you may consider joining **the Catalina Society !**



C.G.





Letters ...

Thanks to the small team of contributors who have helped to make this issue .

Others may have stories to tell but perhaps need me to interview them (via email) to tease out that information.

Some may not even open Trunnion to reach Page 13.

I have to remember Brian's thoughts about enjoying the writing and productionand be happy that a few members do enjoy the read.

What must it be like for Wayne who has to find stories for TR action , when many have been told a number of times over the years.

Covid is still with us and Pat and I are getting over it this weekbut predict masks and well ventilated rooms will be back before Winter .

Pleased to hear from you if you have a classic story to tell but remember to use the direct email :-

E: chris.trunnioned@btinternet.com

C.G.

NB I sometimes feel I could say anything ...because no one will reply! Prove me wrong and give me an interesting letter for next issueI DARE YOU !!!

From Nick Theze :-





Falcon Tour

Pat Glasbey

This tour was in an area of England we were not very familiar with, South-West Northamptonshire and East Warwickshiregoing as far south as Oxford and west as Stratford -upon-Avon. It took in lots of open undulating countryside and beautiful Cotswold Style villages. It is one of the least challenging driving routes we do, although as a Navigator it was hard work, as over the 120 miles I had 131 route instructions to communicate. I only made one small overshootand we definitely need to refine our communication, as a NO was interpreted as a GO at one point. No harm done but it's got to be STOP and GO from now on !

We started from the Old Dairy Farm Craft Centre, Stowe, with the traditional bacon sandwich. At car 55, this was a late start for us and with Paul Richardson in tandem ...we set off west through beautiful villages including Woodford Halse which was a main railway depot for the Great Central Railway, with a four way railway junction and marshalling yard. This was all closed by Beeching in 1966.

We past the Charwelton BT Tower ...a very unusual telecommunications tower built of reinforced concrete and visible for miles around.

We arrived at Kineton which is one of the UK's main military ammunition depots and have to cross the branch railway line twice and the MOD road crossing to park in Kineton High School's car parkfor the stop at Gilks Garage Café for our first break. On the route just before Gilk's we were entertained along this section with dozens of vintage motorcycles on a rallyphut phuting along. Some of the riders were in period dress and it was a fabulous sight.

We recross the branch lines and MOD road to visit Radway at the foot of Edge Hill, a battlefield during the English Civil War.

Driving along we arrived at a steepish sweeping hill and were amazed to see the verges packed with parked vehicles and dozens of people standing with cameras at the ready. Surely not to film us.... NO, there was some big boy motorbike rally taking place and we just happened to arrive in the middle of it.

We journey on through the villages to pass Walton Hall Hotel, once owned by Danny La Rue and known to some LVG'ers as a venue for a TR Register event. We have our 2nd stop of the day at the quite uninteresting Wellesbourne Airfield. Paul gets involved in helping the crew of a TR4A whose car wouldn't start. Like a magician, by just looking at and touching the isolator ...the car started and, very impressed, we were all now on our way for the final cross country leg to Whilton Locks Garden Village on the Grand Union Canalfor a very carbohydrate heavy buffet meal.

Homeward bound after filling up with "liquid gold" at 211.5 pence a litre. We had travelled 270 miles. When you read this, goodness knows what a litre of fuel will be by then.

Pat.



Wiper Motor attention

Tim Hunt



Some years go I completely overhauled the TR4A's wiper system, I fitted new motor brushes, correctly set the armature end float, removed as much slop as possible and fitted new wheel boxes (a pig of a job!!) and a new rack. The end result of all my efforts was an improvement but I still found that in heavy rain when the screen was well lubricated the wipers tended to foul the windscreen rubber at both extremes of travel. I concluded that the standard 120° gear wheel in the two-speed Lucas DR3A motor fitted to the 4A gave too big a sweep and decided that I would look for a 100° wheel that should be about right. Such a wheel is not easy to find and when available the usual suspects look to charge around 50-60 Pounds for the item.

By an amazing stroke of good fortune I found exactly the gear wheel I had been looking for on an autojumble stand at the recent Luton Festival of Transport, whereupon I happily shelled out a fiver for it! I disconnected the motor from the rack tubing and removed it for stripping. I then withdrew the rack with a spring balance and found that a two pounds force was sufficient to do this, well below the maximum of 6 pounds allowed. After having completely withdrawn the rack I noted the positions of both wheel box spindles and rotated then both clockwise through 120° so that unworn teeth would be engaged by the rack. I also noted the orientation of the rack so I could rotate it 180° before refitting it to the motor, thus presenting the unworn side to the wheel box pinions. The rack is held to the motor by a nut on the rack tube that tightens onto a threaded ferrule held in the motor body. It is difficult to line up the motor and rack when refitting with the inevitable result that the nut often becomes cross threaded, destroying the thread on the soft aluminium ferrule. The ferrule for the TR wiper motor is part number 37H5282. Now here's a tip – look for ferrule part number 37H3694 from a stockist of mini spares. This is available at a quarter of the price of the 5282 and has some additional lugs cast (see illustration). If these are carefully removed with a mini hacksaw and a file the part is a perfect substitute for the more expensive item, having the correct 26tpi external cycle thread.

I checked the wiper motor brushes, which were OK, and reassembled the motor with the new gear, being careful to rotate the rack as mentioned, before securing it to the connecting rod. I lubed the drive wheel and armature shafts with a drop of engine oil and packed the gear and rack with Penrite graphite grease, which contains calcium and is water resistant, before replacing the motor cover. I refitted the motor and rack assembly and then played a hose pipe over the screen to test the result. This was pleasing as by judicious placing of the wiper arms on the wheel box spindles a good area of the screen was cleared without the wiper blades contacting the windscreen rubber.

I must say, however, that although there is very little free play the DR3A motor lacks torque and struggles to clear a simply damp screen, being happier in heavy rain when the screen offers less resistance. I think my next project will be to fit a TR6 type 14W motor, which reputedly has sufficient torque to operate wiper blades on a dry screen, though why anyone would ever want to do that defeats me. The wiring on a 14w motor is quite different and the received wisdom is that it cannot be operated by the existing two speed TR4A switch. However, I understand that Roger Hogarth is looking at how this might be accomplished so I am keeping a regular eye on the Forum, awaiting news.

Tim.



Drive to the Le Mans Classic

Nick Theze

This is no ordinary place. Just knowing the history gets the excitement going before even reaching the racetrack. So many former legends, both drivers and cars, have made history here and the charm, character and sheer size ensure that there will be a great festival atmosphere every time.

After a two year hiatus, we finally made the journey from Portsmouth to Caen. On our drive south through Normandy, Dan and I managed to lose Mike and his brother David, almost immediately on leaving the ferry. In truly biblical rain we spotted a red TR4A fly past us looking more like a jet ski than a classic car ..as it aquaplaned along. I began muttering a few names towards Mike, thinking that he had gone crazy (we found out later he was calling me all sorts of names too!) We gave chase in dangerous conditions in a bid to remain in convoy...and after driving through a small town and heading nowhere near Le Manswe began to doubt this was actually Mike. The sudden appearance of an arm wearing a chequered shirt that David wasn't wearing on the ferry, should have been a clue. We continued following them thinking we should call and question Mike's erratic driving and ask where are we going ? We soon learned that we were actually the ones who had sped off and Mike was still sitting at a reasonable speed wondering what had got into me. Seeing the funny side we managed to get back on track but the sat-nav did take us down some roads laden with traffic calming bumps that didn't favour a low-slung, fully loaded TR5 ...so was exceptionally slow.

We reached a French version of spaghetti junction, with little confidence about where we should be going. This wasn't helped by fellow classic car enthusiasts heading in every direction. It was amusing. Many drivers and passengers hadn't bothered with the wet weather gear (possibly because there cars just did not have it) ...just leather caps and goggles!

Onwards and now we have the tolls to contend with and our anxiety levels always rise as you approach, unsure you will have the right change or if a foreign debit card will work. Dan thankfully sat in the passenger seat next to the machine side. First toll entered was just take a ticket. Relieved, we pressed on, knowing that at some point we would have to put the ticket in the next machine. Now done....the screen went blank. We tried all the buttons and eventually had to resort to the "help" button. We spoke with a French chap down the microphone. After he had finished laughing at our pronunciation of where we had come from (Falaise, Sees, Ecouche – tough words in our defence) he eventually allowed us through and we quickly sped away from the queue we had formed.



As we made our way along, the weather improved into a sunny day. We spotted a pimento red TR6 ahead and quickly caught up with Pierre before reaching Travel Destination's Flexotel village, situated inside the Le Mans racetrack. Mike and David arrived and we found they have the biggest TR4A boot with a fridge and fully stocked convenience shop, including wine, sausages, bacon, coffee, tea, milk and more wine ...the Le Mans essentials! After a welcome BBQ, a few beers and a good nights sleep, we ventured off to the circuit, which is about a 10 minute walk from our Flexotel Villagepassing many car clubs with members carefully creating their lineups and gazebo locations. It was a treat to see so many rare models and the passion these people have for there vehicles.

On Saturday, Mike and David took the tram into Le Mans town centre in search of a bar to watch the England rugby game. Dan and I followed a little later and discovered that they had only managed to see 2.5 minutes before the pay-per-view channel decided it was time to cough up, so we resorted to following the score on BBC's live updates. As you do in times of hardship, we enjoyed a few drinks instead, even a couple of mojitos to celebrate a birthday in the group ...before finding a great restaurant for lunch. Whilst eating al-fresco, suddenly blaring horns fast approached and soon enough a large gay pride march came past us with hundreds of people all having a great time under the colourful pride flag.

After a lovely lunch, we caught the tram back to the circuit, astonished at travelling 18 stops (each way) for just 1,50 eurosto watch the racing, as the sunset. The evening is one of the most electric times at this racetrack, with so much going on trackside....live bands and dancers, the motorbikes, mopeds, electric skateboards, monowheels and scooters keep you on your toes. Some fantastic methods of transport for drivers needing to get around the paddock but with close to 200,000 spectators, health & safety is out of the windowall creates a festival atmosphere. The paddocks are always well worth a visit to see mechanics tinkering on cars, stopping for a chat and allowing you to get up close to some priceless vehicles. Once we'd explored the paddocks, we settled down with some friends from other car clubs near the Esses, just before the famous Dunlop Bridge where there is never a dull moment. A particularly tricky couple of bends led us to witnessing countless spins, wobbles, slides and near misses.

On our return across the Channel, we spoke to the driver of a blower Bentley who had achieved 3rd in his class. He seemed pretty pleased with himself, even though the 3 mpg Bentley and 5 euros per litre fuel price in the paddocks ...led to each lap costing him around £60 ! He also has a fairly expensive job coming up, as he had cracked the head. I really hope to see him back next time. We also met a chap from Guernsey in a pre-war Aston Martin.....who had thrashed it around all weekend on track and hopped straight into it on Monday morning for the drive home.

We were welcomed back into the UK at around 10pm by slow passport control and many road closures. The A3 was chosen over the M3 by the majority of those disembarking in Portsmouth ...only to find it was closed halfway to London. We headed down some 'B' roads to the M3 and up to the M25 only to find more road closures on both the M1 and A1M

For me, this trip was one of the funniest yet, with some great company and another lovely Le Mans picnic hamper. I'm thoroughly looking forward to driving again through the French countryside. Currently in my sights is a trip to Angouleme and Dordogne.

Nick.







Jon EvansHOT TR6

Many years ago I had a 4 branch exhaust manifold fitted to my TR3A and rather than have it wrapped in a bandage, I had it ceramic coated to retain the heat. Moving on to 2022 and Jon has had a special polishing job done to his TR6 which has revived the 25 year old paintwork into showroom condition.

He may explain further in the next Trunion but I understand it to be ceramic coated ! Does this mean it is cool to the touch but hot inside ?

Please tell us more Jon.

C.G.

