



The  
T  
R  
U  
N  
N  
I  
O  
N





Sad times and we will all have our own thoughts about the Queen. Even those who are not particularly royalist will respect her dedication to duty for so many years.

May I thank all who have contributed to this issue of TRunnion. Just when I think it may be a slim edition, the stories and photos arrive. Keep them coming. Thank you.

I admit to having driven far less TR miles this Summer due to the extreme heat and could not face 36C for open top motoring on the Welland Valley Wander (see report) so, along with a number of others, we opted for aircon in the modern motor. Looking forward to clocking a few TR miles during the Autumn months.

Pat and I have missed a few LVG monthly meets at The Cock due to other events which often clash. We hope to catch up with some of you this month.

With thanks to Mike and Phil for all the planned LVG events. Some of these really do deserve more support !

Breakfast meets work well with other Groups but LVG members are not so keen. Why? Next one likely in the Spring.

*Chris.*

### What's IN .....

- 4-5 GL reports
- 6 Events
- 7 Shine & Show presentation
- 8 Muttering letter
- 9-11 Welland Valley Wander
- 12-15 Tony's TR3, after 40 years
- 16-17 Aylsham Show
- 18-19 A Duxford Triumph
- 20-21 New boots for Pierre
- 22 Letters Page
- 23 LVG Calendar photos ??
- 24-25 For Sale
- 26 PKV update on this TR2
- 27 Rare Chassis Find
- 28 Brian's intro to LVG 50

**DEADLINE DATE for articles  
& photos for next issue is  
SATURDAY 8 OCTOBER**

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

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

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

**E: [chris.trunnioned@btinternet.com](mailto: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 !***



**GROUP LEADER:** Phil Sanford  
T: 07919-037321 E: p.sanford051@btinternet.com  
**TREASURER:** Phil Meldrum  
E: phil.meldrum@btinternet.com  
**EVENTS :** Mike Aldridge  
E: mikealdridge@virginmedia.com  
**Trunnion EDITOR :** Chris Glasbey  
T: 01223-833700  
E: chris.trunnioned@btinternet.com  
**TECHNICAL advice :** David Dawson  
T: 07785-502830 E: xd.xp@btinternet.com  
**TRR Liaison & Membership :** Alison Payne  
E: apayne1@btinternet.com  
**Archivist & 50th Anniversary Co-ordinator :**  
**Brian Chidwick** E: brian.c.trlv@btinternet.com  
  
**Committee :** Jon Evans  
E: barb\_jon@hotmail.com

**Meetings Venue** ..... Unless otherwise specified, all group lunchtime meetings are on **third** Sunday of month (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at The Cock is very small so it would be appreciated if those intending to eat could please call: 01767-314411 so that they have an idea of numbers.

**WEB SITES** .....

**TR Register :** [www.tr-register.co.uk](http://www.tr-register.co.uk)  
**TR Forum :** [www.tr-register.co.uk/forums](http://www.tr-register.co.uk/forums)  
**LVG :** [www.tr-register.co.uk/group/lea-valley](http://www.tr-register.co.uk/group/lea-valley)  
**Facebook :** "TR Register Lea Valley Group"  
[www.facebook.com/leavalleyTR](http://www.facebook.com/leavalleyTR)

**REMEMBER :** All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : 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 call ....and 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 2022 ....just CLICK on the link below :-**

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



**HM Queen Elizabeth II 1926-2022**



## Group Leader's Report



The nights are drawing in but there should still be plenty of opportunity to get out in your TR, that said it is perfectly OK to turn up to meetings in your day car if the weather, the car's serviceability or a host of other reasons dictates otherwise. For some of us the brightness of our headlights causes us concern when attending evening meetings, some headlights being likened to candles. Obviously, there are several remedies for this, albeit halogen or LED, each with their own pros and cons and the concern if they are MOT compatible. There is plenty of debate about this on the TRR website forums if you have a couple of hours to spare! What is a very good upgrade is the rear lights being converted to LED, a very quick and easy thing to do. The difference in brightness is significant, making for a much safer rear end!



On Wed the 4<sup>th</sup> August we presented a cheque for £300.00 to the Sue Ryder unit at Moggerhanger. Nick Burr, their Community Fundraiser, was on hand to receive the cheque which was donated from the proceeds of our recent Shine & Show. The LVG have an association with Sue Ryder going back many years when the Group supported various fund-raising shows they staged. This brings me neatly on to my next point. Whilst chatting to Nick he asked if some of the group members would volunteer to act as car park marshals for the Starlight Hike Bedford 2022. This is a major fund raising event for them and will be held on the 15th of October at Everard Meadow, Longholme Way, Bedford. Marshals would need to be there from 6pm and will be needed for a couple of hours. If you would like to join me for this very worthy cause please let me know and I will send you further details once I have them. The event itself can be viewed on <http://www.sueryder.org/support-us/fundraise/events/starlight-hike-bedford-2022> Please give this some serious thought.



The revised TRR International Weekend held at the Great British Car Journey Museum at Ambergate near Derby, proved to be a bigger success than envisaged with over 300 TRs turning up. This was held as a last-minute replacement for the cancelled Triumph and MG Weekend and thanks should go to Wayne Scott and Dave Burgess for all the hard work they put in to organise the event at very short notice. Five LVG cars made it to the event after taking a cross country route on early Saturday morning. The lure of a free bacon cobb proved to be a mirage, as they ran out before we



reached the head of the queue. Whilst there I was treated to an impromptu tour of several of the collection's vehicles by the museum's owner, Richard Usher, whose enthusiasm and in-depth knowledge for the cars was very much in evidence. This museum should be on your list of places to visit.

On the way home after a local overnight stay we called in at the East Midland Aeropark. This is a small museum run by volunteers with an interesting collection of fixed wing and rotary aircraft. The aircraft are all post WWII and amongst others features the Vulcan Bomber, Canberra, Hawker Hunter and Blackburn Buccaneer. Well worth the modest £5.00 entrance fee.

This month we welcome new member Simon Rowlands who has recently bought a lovely TR6 in French Blue. Hopefully we will see Simon and his wife Melanie at our monthly meetings and other events.

Finally, don't forget to check out our events calendar at <https://www.tr-register.co.uk/group/lea-valley/social-report/2022/02/1941/2022-Events-Calendar>

*Phil*



# LVG EVENTS - SEPTEMBER

What a year it has been for classic car events and LVG has attended a good few. The Summer has been hot (possibly a bit too hot) and although we didn't manage an overseas Tour, or even a UK excursion (other than an overnighter at the TRR International Weekend), it is great to see the horrible Covid 19 virus under an element of control.

Thoughts are now turning towards 2023 and we hope to arrange something with a few nights away, but really need to know what members would like us to investigate. Send your ideas to us at [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)

If you want to get involved and help out organising an event, just say, but suggestions of what we could arrange are just as valid.

With the weather starting to turn Autumnal, there are less shows and gatherings on the calendar. Don't let that stop you getting out in your car and if you want to keep right up to date with what LVG are doing, join our WhatsApp group. We currently have 41 people in the group and it is an ideal medium to ask for help when your car plays up and you just want to get some help. Message Phil or Mike, or send us an email if you want to join. [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)

Going forward, we will continue club meets on the 3<sup>rd</sup> Sunday of the month at The Cock and may see if we attract enough interest to carry on with a midweek evening pub meet.

After a promising start, midweek breakfast meeting attendance has waned, so we may revisit venues to go to once Spring arrives.

November 11<sup>th</sup>- 13<sup>th</sup> sees the Lancaster Insurance sponsored Classic Motor Show, at the NEC in Birmingham. Some of us plan to attend and you can get discounted tickets in advance by using code N22CC123. We will probably go on the Friday, let us know if you are going and we can sort travel arrangements to share cars (car parking costs an arm & a leg, so it makes sense to share!).

The TRR LVG website remains the place to see our calendar and it won't be long before we start building next year's events. If you know of anything we should be adding, let us know.

<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/08/1941/2022-Events-Calendar>

*Mike.*



**Discount Code**  
**N22CC123**

**Fri 11th - Sun 13th**  
**November**

Some LVG members will attend on the Friday 11th November. If you want to join & car share get in contact.





# Shine & Show: Cheque Presentation





# *The Mutterings of Muncer*

*Pete Muncer*

Pete and Sue are currently touring in France with their trusty campervan. Before departing, Pete did have time to write this letter .....



*Dear Ed,*

*In answer to your query regarding when to check tyre pressures in the hot conditions we have been experiencing lately. I always check in the morning before temps rise ..... the neighbours are getting used to the sound of a foot pump at 6.00am.*

*Talking of hot air, I have good news for your regular reader .....he will not be subjected to any Mutterings in the next issue of TRunnion (this issue . Ed.). Sadly the cut off date for copy coincides with our trip to Le Continent in the faithful campervan .....so on the day we will be lounging by the Dordogne river, no doubt with an appropriate libation to hand.*

*My TR4A will be restored to full working order following a colonoscopy (new driveshaft u/j's) only shortly before we depart for France ....so I have no recent TR activity to report.*

*However, assuming your reader can face the prospect, Mutterings will return in October, with coverage of the CACC Falling Down Tour, the story of a dodgy differential .....and how we were timed at 200-plus on the Mulsanne Straight in a VW T6 (and if you believe that, etc.)*

*A bientot ,*

*Muncer le Mutterer*

# Welland Valley Wander

Sunday 14 August



Pat Glasbey

With temperatures forecast for 36C, the thought of 11 hours in an open top car that hates the heat, was more than we could cope with (*I dusted the hood down and fitted it to the TR3A but couldn't face driving it. Ed.*), so we chickened out and went in the air conditioned Abarth. We were not the only ones who caved in but most, including Paul and Phil T in the TR4A went for it. All credit to them but they did look very hot and bothered.

We had our bacon rolls and coffee at Blackthorn Golf Club and then moved on to East Carlton Countryside Park for the start. We by-passed Rockingham Castle and via the beautiful houses and cottages in the villages in this part of Northamptonshire, soon arrived for the double pass under the 82 arched Harringworth Viaduct and our first view of the River Welland before crossing into Rutland.

The beautiful villages continue via Lyddington, Stoke Dry (passing Eybrook Reservoir), Uppingham, Ayston, Brooke and Knossington ....to reach Gates Garden Centre for the coffee stop. This must be the biggest garden centre in the UK.

At Langham we pass the Victorian building that used to house Ruddles Brewery. Prior to the building being used as a Brewery it built a motor car called the "Catmose Crusader" ...which ran on methane !

We go through the town of Oakham before passing Rutland Water on our right and turning left to Exton and Exton



Park which at one time was used to host a stage of the RAC Rally.

Crossing into Leicestershire to Cottesmore, which is famous for its hunt contributing to the £10 million pounds that Leicestershire used to earn from hunting. Hugh Lowther, the 5<sup>th</sup> Earl of Lonsdale, was its most famous master. He loved the colour canary yellow. He founded the AA in 1905 ...which is why the colour is still in use today.

A few more miles and we turn onto the private drive to Grimsthorpe Castle in South Lincolnshire. We drive the over 3 mile long Chestnut Avenue, possibly the longest private drive in the country. There is going to be a huge conker crop ...but the trees all looked very sad as they as the leaves had all been attacked by the grub that kills the leaves but doesn't damage the trees. This is the lunch stop and we parked under the trees for our picnic along with others. The oldest classics and veteran cars parked in the open courtyard in front of the house ...including a certain TR4A.

We spend the rest of the tour in South Lincolnshire ...an area new to us. This first part of the run is a lot more undulating than the flat Fenland most of us think of as Lincolnshire ...which we soon enter, passing through a succession of small villages to reach the afternoon stop at Heckington Windmill. This is the only eight sailed windmill still standing in Europe !

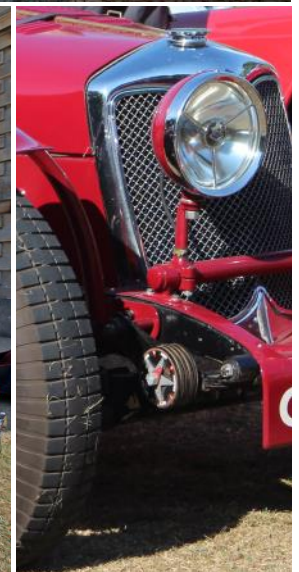
We are now really in the Fens and pass a "House of Correction" or prison, which is now a very unattractive (on the outside) holiday home.

We pass Folkingham Airfield. The runway was used for testing BRM Cars in the late 1940's

A few miles more and we enter the fabulous Georgian town of Stamford ....to our final stop on Stamford Water Meadows for coffee and cake.

An excellent day for the last WVV in its current format.

*Pat.*





# After nearly 40 years

Tony Bannard-Smith

After nearly 40 years of continual everyday life, I was staggered to see flakes of paint peeling off the underside of my TR3's front wings.

These were new wings, from Cox & Buckles, Manor Road, Richmond in the 1980s, and had been painted with several coats of primer, several beige colour coats, and multiple coats of Waxoyl down the years. 'Nothing will get through that in my life time' I reflected, but, and to be honest, I must have underestimated the raw metal surface on the inside of the wings before I started spraying.

Painting practices forty years ago were a bit different. For instance, my attempts at what today's product 'Panel Wipe' achieves was to wipe the bare metal surface over with a new rag soaked in cellulose thinners. Of course, once you've started painting you can't use that approach to remove dust - it dissolves the paint and makes a right mess! On a painted surface, I removed dust with an airline blast followed by a wipe over with a water based 'Tack Rag'. That was all we had, and I suggest, not as good at removing finger prints etc. as the product 'Panel Wipe' achieves today.

Examination of the undersides of my now removed front wings revealed numerous flakes of missing paint - loose flakes being pushed off the metal surface. No etch primer adhesion happening here! Checking my build records from summer 1984, International Paints wrote



to me and recommended i only needed 1 litre of Etch primer. I thus only used Etch Primer on the outer surfaces, I had used standard 'Bulldog' cellulose primer everywhere else (and on top of the etch primer). Arghh...!

The only course of action was to strip back to bare metal and start the painting process again. At home, I still only work in cellulose paints etc. I kept a photo record of the repair. The attached image captions are more or less tied to the steps below.

1 - sand-blasting on a dry day - excellent method of treating rust but you need the air pressure - also a clean environment to be able to sweep up after!

2 - examine for splits and holes - I welded up holes in each front wing where I had fitted period racing mirrors - they didn't really work! Make and fit a new edge to the OSF inner wing.

3 - strip the old paint with 80 grade orbital sander or similar, then 180 grade sanding with Mirka Abranet by hand - panel wipe wash and apply an Etch Primer the same day.

4 - prep all top surfaces if not all bare metal - panel wipe wash and apply filler - sand with 180 grade. Apply primer filler (3-6) coats of primer filler paint.

5 - repeat filling & sanding to obtain a 'glass' flat outer surface. Dry flat with 320 grade Abranet to obtain - spray on Panel Wipe and examine against ceiling strip light reflections for unevenness. Pencil mark, fill and re-sand.



6 - ready for top coats? De-dust, Panel Wipe and mix colour paint and the appropriate solvent in the *correct proportions*.

7 - apply 3 colour coats on inner surfaces - apply 5-6 coats on outer surfaces - and allow to dry for a few days

8 - to finish - use a fine Nib Block to remove any runs - cut with 1200 / 1500 wet and dry, polish with electric mop & paste. Finish with new cotton dusters.

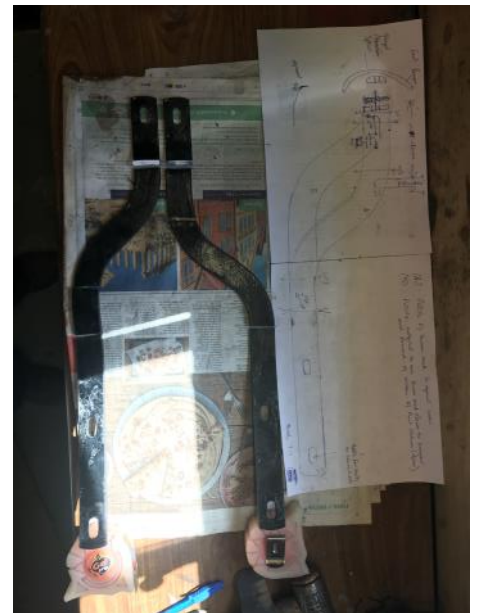
9 - repeat any or all of the above to attain concours or another standard.

10 - refit lights etc. and upgrade as desired - I fitted LED lights, then re-aligned my front bumper irons.



Covid Lock-Down had some benefits - I started this refurbishment in October 2020 and completed it after 370 hours in June 2021.

Whilst I had greater access to the front of the car: I took the radiator out, had it cleaned, soldered and pressure tested; fitted new Kingpins; new PE suspension bushes; new front drums; new brake hoses; new starter motor, and a new Indicator / horn Control Head on the steering wheel as the Bakelite inside was disintegrating. All in time for the second Coast to Coast Rally, a fine two days of shakedown starting from Porchester Castle and up to Anglesey. A great time amongst super LVG friends and many others.



*Tony.*





*Tony & Barbara .....on Tour*





A visit to Aylsham Show.

Article & photos: Alison Payne

As many of you will know the Paynes are relocating to Norfolk (one of the main motivations being the need for more garage and workshop space). The car is already in the county, under two protective covers as the aforementioned garage is not yet built, so we thought we'd take it to the Aylsham Show held on Bank Holiday Monday. It was reduced entry price for pre-booked classic cars so we had nothing to lose really except an earlyish start and not being allowed to leave until the end.

We duly set off to drive the couple of miles or so to the show which is held at the National Trust property Blickling Hall. It is so close to home that we spent longer in the snake of tractors and trailers inside the grounds than travelling there! The cars were allocated to a not very glamorous spot sandwiched between some old tractors and vintage army vehicles. There was a TR4 driven by a guy who has moved up to Norfolk from Kent and has recently joined the Wensum TR Register group. We had a chat with him, and his Stag driving



friends. I guess we'll see them at the next car show!

The show itself is pretty big for a small town and it's a real country show. Lots of tractors old and new, cows, sheep, dog agility, show jumping, chainsaw carving and carriage driving. There was a bit of a funfair, and a parachute display by the Army Display Team the Tigers. We were good and took a picnic but there were lots of food outlets including a very popular hog roast. Well actually we allowed ourselves an ice cream of course.

All in all worth a visit with or without your TR. You will be very welcome to come and stay with us if you fancy it next August.



*Alison.*



# TSSC... a Triumph @ Duxford

Chris Glasbey - 4 September



She drives a Spitfire Mk1 ....and suddenly any thought of featuring Phil, Mike or Pierre vanished. Smiles.





## Spitfire meets Spitfire



# New Boots (not tyres)

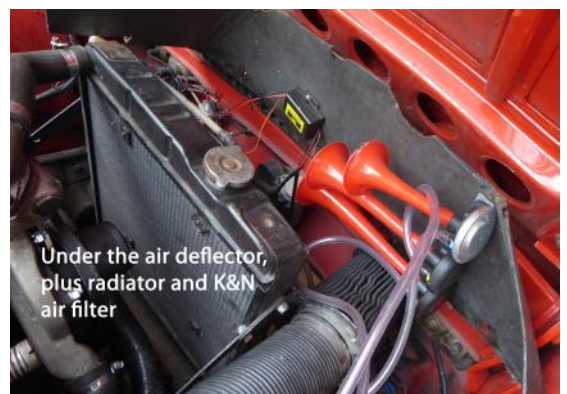
Pierre Miles

Elsewhere you may have noted that I have replaced the halogen headlight lamps with LED lamps. Even though I had replaced the faded plastic lenses for the front indicators and side lights, I was slightly worried that the front indicators would now be difficult to see under the bright headlights, so I decided to replace the indicator original 21W lamps with brighter LED equivalents. This little job means that the front lenses have to come off. Several years ago, I had replaced the lenses as the originals had faded significantly and noted then that what I thought was a sealing gasket was in a very bad state. Right at the start of this latest LED exercise, I came across the poor state of what I thought was a gasket and decided that it was time to sort it out properly.

As you may have now gathered, what I thought was a gasket turned out not to be so simple but was the front edge of a rubber boot containing all of the fittings for the indicator and side light. The current boots are probably the originals from 1972.

Right. Back to the point of this article. Replacing the boots looks a straightforward task- no special tools or adjustments required just a couple of nuts to be undone I obtained a pair of new boots for a shade over £50 and started the job. In order to gain access to the nuts that hold the light fitting in place on a TR6, it is necessary to remove the air deflector between the front grill and the radiator. Normally, this is dead easy but I have used the deflector to locate both the control box for my daylight running lights and the triple air horn trumpets (that produce a sound meant to be the same as that used by the support vehicles in the Tour de France. It's not a big problem but does need extra care on reassembly to avoid fouling of the Kenlowe fan in front of the radiator.

Starting on the off-side with the fitting released from the car and with the plastic lens taken off the front all is now clear. At some point in the past a previous owner had cut off almost all of the back of the boot leaving only the front edge that fits over the metal plate holding the reflectors and studs to attach it to the car. Removing the old boot was of course very easy, which was certainly not the case for fitting the new boot over the metal plate. I struggled for more than 2 hours before giving up – Pat then did it in about 2 minutes! The next step is to fit the plastic lens over the front sealing section of the new



Under the air deflector,  
plus radiator and K&N  
air filter

boot. This brought up the next problem; the shape of the lens was different from that of the boot and metal plate. A little 'fettling' improved the look but it is still not that good. Time will tell whether or not the sealing is water-tight. . . .

About 5 hours after starting, one side was done. A quick look at the other side revealed that a lot of wiring would have to be disturbed to gain access to the nuts holding the fitting in place. At this point, I decided that a strong coffee was what I needed, so all was put back and everything electrical checked to ensure all still worked OK. All that I need to do now is build up the resolve to tackle the other side, making sure Pat is at hand to do her bit.

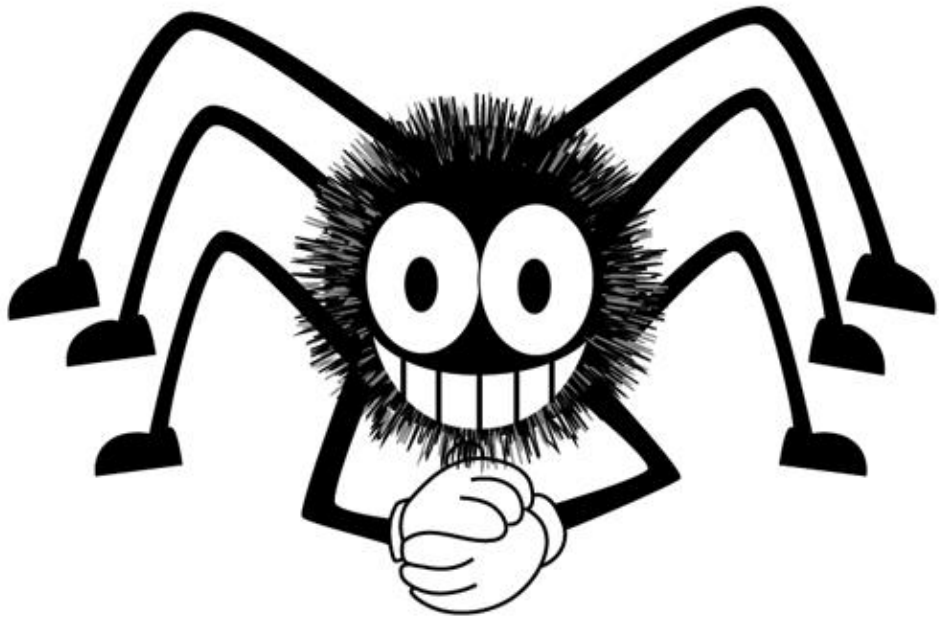
Incidentally, a few weeks ago, I bought one of the TRR wing protectors that you can drape over the front wing when leaning into the engine compartment and used it while doing this job. It was very effective in preventing paint damage from my belt buckle, and because of the rubbery material used on the backing, it stayed in place, unlike the old bed sheets that I have used in the past, so a worthwhile purchase, even if a little frivolous.

Finally, am I the only person who gets annoyed by the way the word 'electric' is often used these days as a noun, usually in sentences such as 'the cost of my electric has tripled in recent weeks'? I am sure our renowned Mutterer will have something to say about this.

*Pierre.*



Letters ....



*Maybe next time ?*

# It's time to start thinking about the 2023 LVG Calendar



You've certainly been out and about in your TRs this year, so I'm expecting a tidal wave of photos to be sent in for the calendar ! Remember, the picture which is deemed to be the best will be featured on the cover and also wins a trophy. Please send your entries to : [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com) ...remembering that each photo must contain a TR because that's what we're about !

*Alison.*

# For Sale ...Offers?



This LVG gazebo has had very little use in recent years and now needs to find a new home.

It is only about 10 years old and we would be pleased for one of our TRunnion readers to make a donation and take it away.

PLEASE contact our Group Leader Phil ....and make him an offer.

Lack of storage space means **this must go soonest !**

**Thank you.**

**Email Phil: [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)**



## Schwinn Airdyne AD6i

For an intense, full-body cardio workout that builds strength and blasts calories, it's hard to beat the Airdyne® AD6i. Its signature wind-resistance technology puts you in control of your workout intensity—so the more you put in, the more you get out. The AD6i is loaded with features to keep you comfortable while staying on top of your training stats and biometric data.

Only a few years old, this exercise bike has not been used enough .....

Brand new, the cost today would be £800

I will be pleased to accept nearest offer to £400 ....and if sold via TRunnion, I will donate £50 to LVG.

Buyer will need to collect from south Cambridge.

Please contact Editor if you may be interested.

Thank you, Chris.

**Email Chris: [chris.trunnioned@btinternet.com](mailto:chris.trunnioned@btinternet.com)**

# For Sale 2 ...



## Portable / Standby Generators

=====

Honda EG 1000 Petrol

230V AC Max 1,000 watts,  
continuous 800 watts

12V DC Max 12V 8.3 A

**£120**

=====

Honda EM 500 Petrol

230V AC Max 400 watts,  
continuous 330 watts

12V DC Max 7.0 A

**£90**

=====



Both in excellent condition, start readily and are very quiet. Both just had oil changes and new air filters. Supplied with Owners Manual & AC Cables

Call **DAVID Dawson** on **07785 - 502830** (**Shefford**)

# PKV 373 update ...

Geoff Gordon



*Photo: during the shakedown at Silverstone. Regular sharer at the wheel is motoring journalist Dickie Meaden*

Following an engine issue, we did not take the TR2 to Silverstone for the Woodcote Trophy race .....just relied on the Alfa Sud Sprint in the Tony Dron memorial touring car race. The TR engine has gone back to MASS ...and we await its return !

We are now preparing the TR for the "Modena Centro Ore" ..... A five day historic road rally based around the Milan area and taking in 3 race circuit stages : Imola, Misano and Mugello.

Some changes are being made at the moment to incorporate the folding hood and full screen, just in case its either wet or very sunny. The navigator's seat and additional roll hoop are being installed. We are also changing the diff ratio to better suit road rallying.

**Raceworks** are supporting 4 customer cars on this event: the TR2, 2 x Alfa Giulia GTAs and one Mk2 Rally Ford Escort .....quite an undertaking !

The sooner we get the TR engine back the better. We need to do some more road miles before shipping out !

*Geoff.*





## Rare Chassis Find ...

### Armstrong Siddley *The right Gear ....*

Tony Bannard-Smith



*Very recently reported on the LVG What's App :-*

*Just completed 240 miles to Exmoor with a flat bed trailer .....ready to pick up a chassis with an axle, to give my AS 17hp some proper gearing.*

*It's only taken me 5 years of searching .....and all around the world.*

*Tony.*



Here we have the official logo for LVG 50 Anniversary.

Below is a reprint of Brian's introduction to LVG 50, which appeared in the January issue of TRunnion.

Further news on the events planned for next year will be announced soon and we also look forward to archive bulletins selected by "Team 50" appearing in issues of TRunnion



### **Plans for LVG 50th Anniversary**

As those of you present at the AMM a few weeks ago will be aware, 4th January 2023 marks the 50th anniversary of the Lea Valley Group and as one of the surviving founder members I have been lumbered (oops) honoured with the responsibility of co-ordinating the celebrations. Fortunately I will not be alone as I will have the support of three former LVG group leaders - Phil Titchner, Jon Marshall and Pierre Miles.

Jean Holden has a large number of photographs and memorabilia from years gone by that she is making available to the group to use in addition to material in our own archives which I hold. 'Team50' as it has been dubbed has yet to meet but already the following ideas have been put forward:

- Interviews with past and long-time members with their reminiscences and photos.
- Publish articles and photos in Trunnion over a 12 month run-up period.
- Compile a complete history of LVG and publish in a booklet for distribution to members.
- Anniversary meeting at our original HQ, The Station Pub in Knebworth.
- Repeat tours or parts of tours that were driven back in the day.
- Spring/Summer rally BBQ where past members are invited and attempt to get as many members along as possible.
- Anniversary regalia.

We would very much appreciate further ideas and contributions from current and former members in the form of photos, anecdotes and updates on what they are doing now. I have contact details for a number of former members but if you know any others please ask them to get in touch with me so that we can involve as many as possible.

*Brian Chidwick*