



The TRunnion

Drive with LVG

202209

A week later this month

See you here on

Sunday 23 October





WAKE UP CALL !

From the viewpoint of Editorand if I have wound you up, great ..email as below.

With thanks to Phil, Mike and team who fight to keep LVG alive. As with many clubs, it is only some 10% of members who are activethe rest can't even write to the Editor.

Yes, we must always remain positive but when you invite comment and receive nothing it really does feel like you are banging your head against a brick wall. Well, that's being honest OK.

PLEASE ...respond to our Group Leader when he asks for feedback (and Mike, Events)and to have no enquiries at all from the adverts is surprisingrepeated again this month.

A thin issue this time because we are still waiting for you to write an angry letter or ?! I will persevere.

Chris.

NB With thanks to the few.

What's IN

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**DEADLINE DATE for articles
& photos for next issue is
TUESDAY 8 NOVEMBER**



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 2022 ...just CLICK on the link below :-

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





Group Leader's Report



It has been a memorable and unprecedented few weeks since the last TRunion. The state funeral, a new prime minister and turmoil in the financial markets. Certainly plenty to keep our minds occupied.

On the LVG front things have been a little quieter with very few shows now on, the nights drawing in and the weather not being as TR friendly as it has been. For some, thoughts will be turning to laying up their cars but hopefully there will still be opportunities to get out and about in your TR before they start putting salt on the roads.

Our last Sunday meeting was very well attended with at least 13 TRs in the car park (I lost count) with some new faces amongst the regulars. It was good to see Nick Amey and his son Andrew in Nicks very smart black TR3A which they had completely restored. Welcome also to Paul and Julie Garvey who were in their MG which will shortly be replaced with a TR. It was also good to see long time member Tony Kesseru with his fabulous TR6 which he has restored to concours condition. As it was a good turnout, we did not miss the opportunity to hold a raffle which raised £75.00 many thanks to everyone for being so generous in taking me up on my special offer of 5 tickets for a fiver (£1 each normally).

Next month on November the 6th Mike and myself will be attending a Group Leaders meeting at Gaydon. This is to discuss the "future strategy of the club, to take it forward into the next 5 years and beyond, to adapt to the changing needs of current and new members and to ensure a strong and healthy club into the future". If there are any points regarding this that you would like raised, please let me know. I will report back in the next TRunion as to what was discussed.

As you know next year sees the 50th anniversary of the Lea Valley Group, the first meeting was held on the 4th of January 1973 at the Station public house in Knebworth. To start our celebrations, it is planned to meet there on the 4th January next year. The weather will probably not be conducive to going in your TR but it will be your company that is appreciated. Further details will follow in due course, along with other 50th events taking place but make a note of the 4th in your diary. It would be great to see as many of the original attendees as possible. We will also be publishing a photobook covering 50 years of the LVG and a potted history. If you have any recollections of the early years or photos, please let us have them as soon as you can. Phil Titchner has kindly taken on the task of compiling the book. It is envisaged the book will cost in the region of £20 to £30 depending on if we can get some sponsorship. If you would be interested in having a copy, please let me know via the usual channels. It will certainly be a wonderful record of the Group.

Finally, as usual, 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



Kick Off!



LVG Events - October

Please note our next regular Sunday meeting at the Cock will take place on the 23rd October which is a week later than usual. The pub is holding Cocktoberfest on our usual day which will possibly mean little space for our cars and we would not get exclusive use of the "Barn".

Shows and events are a little thin on the ground now but we have a few ideas in the pipeline, one of which is the Adult Panto at the Market Theatre in Hitchin. Those of you who have been before will know it is quite unlike normal panto, being packed with over the top villainy and laughter, sexual innuendo and double entendre, this is not for the faint hearted. This year's panto is Cinderella and Her Naughty Buttons. This is usually a sell out **so please let us know if you are interested and we can organise a group booking.** The last time we attended we made an evening of it with a meal beforehand and a drink afterwards, we can do the same again, tickets are £18.50

November the 11th to 13th is the Classic Car Show at the NEC, use discount code N22CC123 and get a £4.00 discount ticket per ticket. Several of us are going on the Friday, let us know if you want to join us. If you go, don't forget to call in on the TRR stand to say hello and get a free cup of tea or coffee and if you are lucky a biscuit.

The November regular Sunday meeting will be at the usual place and time on the 20th. Hopefully we will have the much sought after LVG 2023 calendar on sale. A bargain if ever there was one, packed full of your lovely cars.

December 18th sees us back at the Cock for our "Unofficial Christmas Dinner" so called because you can just turn up for a chat and a drink, having Christmas Dinner is not obligatory. Menus will be sent out in good time for you to register your interest.

That leads us into next year and the start of the LVG 50th anniversary starting with the meeting on the 4th January at the Station pub in Knebworth, next is the Annual Members Meeting (AGM) and Kick Off Lunch on 15th January. We will again be at the golf club in Lower Stondon. This year it will be the Kick Off 50th Anniversary Kick Off Lunch. It is hoped that as many members as possible will attend, especially those we have not seen for many years and may no longer own a TR but still continue with their membership. An excellent chance to renew old friendships and make new ones.

Next year's Events Calendar is being reviewed and any suggestions of what you would like to do or attend are very welcome, don't be shy, let us know, your input is really important. If you would like to organise anything yourself, we will be happy to give you any support that you need.

Check out the latest news and events on <https://www.tr-register.co.uk/group/lea-valley>

Mike





The Matterings of Mancer

Pete Mancer



There I am, flat out at 200-plus on the Mulsanne Straight at Le Mans – if I can slipstream and pass this Ferrari 512S just ahead, I can catch up with the leader – oh blast, it's 2022, not 1970, and I'm in a VW campervan, not a Porsche 917, and that Ferrari is really a Fiat motorhome – back to reality.

However, Sue and I did manage to traverse a section of the Le Mans circuit on our recent trip down to the Dordogne, as the Mulsanne Straight forms part of the D338 road. The infamous Mulsanne kink did not seem to be more than a very gentle bend at 55 mph – at 200-plus I imagine it would demand your full attention. This was our first foreign trip since Brexit and Covid changed the world somewhat – fortunately all Covid restrictions in France had been relaxed before we set off. However, a change in EU border control procedures apparently will occur in May 2023 - instead of having your passport stamped, fingerprints will be scanned and photo taken – I wonder what will be the effect on queues at border crossings? Anyway we had a very good trip, apart from a couple of deviations (no, not that sort) – the French road authorities have an entertaining habit of blocking a road, putting up just one yellow "Deviation" sign, and leaving you to work out the rest of the route – between Limoges and Poitiers that added about 30 miles to our run for the day. Clearly they need to issue Tulip road books. The only TR we saw on the trip was a very smart black 3A with hardtop, disembarking from the ferry at Dieppe – a family of three with the young lad perched on the excuse for a seat behind his parents – trust they were not going too far.

My 4A had the necessary surgery to replace very worn (i.e. completely knackered) drive shaft u/j's etc. in late-August - the work had to be delayed for a few weeks from the earlier intended date, as Billy at JB Sports was given the task of sorting out a 1981 Morgan, which proved to be a real pain-in-the-posterior job. The car had been restored previously, but in a way which left something to be desired – suffice to say that the engine needed work, and the back axle / diff. had to be stripped down and re-built several times to get rid of the dreaded whining noise at speed. JB prepare and race a range of cars (Morgans, Lola Mk.1, Cooper King Cobra), and consequently they work to very high standards, which some other establishments clearly do not. Anyway I was very pleased to get my TR back on the road after missing most of the summer – mind you, I was quite happy to avoid some of the sizzling temperatures in July and August – I recall that when in Oz some years ago, most sports cars were seen running with tops up to avoid any excessive cooking of the cranium.

So the CACCC Falling Down Tour in September was only the second tour outing for my 4A this year. The tour was based for 2 nights at our regular venue in the Cotswolds, the Stratton House Hotel in Cirencester, with 15 cars entered. Numbers on the tour were a bit down from usual, but it appears that mid-week events are more difficult for folks to attend, even though most of our regulars are no longer involved with a certain four-letter word – next year maybe we will revert to an end-of-week format (Thursday / Friday / Saturday).

The tour itself was run on Wednesday Sep. 21st, with a 125-mile circuit of the Cotswolds – fortunately your humble route planner was able to find some new lanes which we had not visited on previous tours in the area – although on the route survey in August all we kept finding were closed roads and roadworks. The first section headed north initially to Andoversford, then through Upper and Lower Slaughter, before turning south for a coffee stop at the Classic Motor Hub near Bibury (see pic). The Hub is home to many desirable cars for sale, with the most expensive apparently being an AC Cobra (£525,000), although there were several more marked P.O.A. (Price On Application), so don't bother to ask. We visited here on the 2019 Springing Up Tour, when yours truly arrived clutch-less due to a leaking master cylinder – luckily the Hub came to the rescue and topped me up (well, actually the car) with fluid sufficient for a careful drive straight home. This time our modest little tour group of cars was swamped by the arrival of a mass of Morgans and a bevy of Bentleys (common as muck).

From the Hub, we headed back towards Cirencester, then through the Cotswold Water Park (but on tarmac) and on to near Malmesbury. Some minor lanes then took us to Castle Combe - the very picturesque village, not the race circuit - as visitors' cars are not encouraged in the narrow village streets, there is a free car park just a few minutes' walk away at the top of the hill.

The last section of the day headed west via Old Sodbury - a place I have always wanted to put on a tour route, simply because of the name - just seems appropriate somehow. The route then swung north via Wotton-Under-Edge to Stroud, before turning east for the final miles back to Cirencester and our hotel, for the post-tour dinner together. This tour seemed to be taken over by Jaguars, as we had two XK150's and three modern XK8/XKR's in the entry - Lesley Smith's XK150 deservedly won the Car of the Day award, although she found hauling the car around the many corners on parts of the route hard work without power steering (I blame the route planner). Anyway this was a good last tour to finish the CACCC season - even if on the morning of our departure, the driver of a certain green TR4A was mortified to find that he had left the sidelights on all night (what a wally!) - luckily the battery was still up to the job of getting the engine fired up.



Thoughts now turn to planning 2023 events, including the LVG 50 tour, which will involve the combined talents of the Group Brains Trust (not sure how I got included then). For the CACCC Springing Up Tour, I have a cunning plan (thank you Baldrick) in mind already, with a return to Dorset and a drive along the Jurassic Coast - which seems an appropriate venue for cars of our vintage (not to mention the drivers).

Now for a couple of "where were you when?" moments. August 31st was the 25th anniversary of the death of Princess Diana - that weekend in 1997 we were on the Devon Classic Tour. During the day we were aware of a subdued atmosphere at the various stops on the route, but had no idea of the cause until we arrived at the finish in Barnstaple. Needless to say the end of tour gathering was a rather quiet affair after this, and then we had to drive back to our hotel in Eggesford through the dark and wet Devon lanes. At the time my 4A was still equipped with a dynamo - headlamps were like glow worms and the wipers barely dragged themselves across the screen - so my mood was not improved by this experience. Not surprisingly several upgrades were made to the car soon after this - thin belt conversion / alternator / headlamps - so at least the TR benefitted from the weekend. Incidentally, although I do not drive the TR at night now, I agree that some LED lights would be of benefit even in daylight (indicators and brake lights especially) - mind you, having read Pierre's experience of fitting LED's last month, I might wait until the next service visit to JB Sports.

Of course the other "where were you when?" moment occurred recently, while we were at a campsite near Poitiers - we were just having a drink in the bar when a newsflash came in, announcing the death of Queen Elizabeth II. Although not totally unexpected, it was still something of a shock to us all, and especially for the British owners of the site, although they are now French citizens. So that was the end of an era, after 70 years of service and devotion to duty.

I sympathise with Pierre's irritation regarding the use / misuse of the English language - but maybe if the cost of "electric" is rising so rapidly, we should dig up I.K. Brunel and bring back steam power. Anyway, I am hardly an expert on modern language and terminology - what is "Woke"? And as for "non-binary" - I thought that referred to Patrick McGoochan in the cult 60's TV series "The Prisoner" - "You are Number 6" - "I am not a number!" Incidentally the opening credits for that show featured a Lotus Seven - I think the reg. no. was KAR 120C - why on earth should I remember that?

I will be making another foreign excursion shortly before these Mutterings are published, but this time courtesy of Squeezyjet (really looking forward to the delights of Luton Airport again). Our group of old gentlemen (known as the Antics - can't spell antiques) will be heading to Estoril in Portugal for a few days of watching some classic motor racing, and consuming the occasional libation or three - an update in next month's TRunnion. Billy Bellinger of JB Sports will be racing at Estoril in a Morgan SLR - Billy and Dad Jack had a good outing at the Castle Combe Classic recently, coming 2nd overall and winning their class in another Morgan SLR (with TR engine), being beaten only by an AC Cobra after 90 minutes and 65 laps of the track - I guess you would know your way around after that many laps. My first classic tour with my 4A back in 1994 finished at Castle Combe, but 3 laps was enough!

Pete .





Black Mountains Tour

Pat Glasbey

Our last 3 Black Mountains Tours have been brilliant but on each one the TR3A has had major problems. We call it the curse of the Black Mountains. 2018we got halfway home and suddenly lost 50% power - 14 hour wait for the AA recovery; 2019 limped the last 15 miles to the finish and AA relay all the way home; 2021 lost 15% power half way through the day but managed to finish the event and get home under our own steam. No event in 2020. Surely, this trip the curse would now be broken? Brilliant run up to the Peoples Republic of Talgarthfive miles to go and SCREECH – “probably the fan belt”anyway it survived and apart from a few screeches over the next 2 days, we made it and had a brilliant time.

At 3 degrees C it was a very fresh , bright drive to the early start (topless of course) at Talgarth's Garden Centre for the usual bacon roll and coffee.

It was a 60 car field with a rare 1938 Peugeot (model ?) leading. This was a change of car from the entry list. Our TR3A was at number 5. There were the usual variety of cars including Jaguar XK 150, MG assorted, Austin Healey's, Minis, Escorts, Porsche 911, etc.

The drivers briefing was very amusing including: “You will see the Black Mountains but this year you won't be driving through them” .

At one minute intervals we are off Northwards following the Wye Valley, crossing the border into Herefordshire and travelling part of the Marches Black and White Trail through the pretty villages, crossing back and forth across Offas Dyke to Knighton Football Club for coffee and delicious Bara Brith.



Part 2 ... we follow the Teme Valley with the scenery becoming more and more spectacular as we climb through the Dunbas hairpins and then down into the Ithon valley ...then back up over sweeping moorland to Llandiloes Football Club for the lunch stop. This is a pretty little historic town and the Sandwich bar must have thought Christmas had come early, as lots of us bought a sandwich.

We are now on familiar territory as Chris and I had used most of the next sections roads on tours we have planned in the pastpassing through Tyllwch and Red Lion Hill to the Victorian spa town of Llandrindod Wells, passing the Metropole Hotel (used as our base in times gone by and still used by many car clubs today). Some of you may remember our last tour: Triumphant Welsh Classic – September 2015a long time ago now.

The last few miles take us back over spectacular moorland over the Rhiw'goe to Hundred House, up the escarpment of Red Hill and Glasgwn to the Rhosgoch Golf Club and a fantastic roast dinner with all the trimmings followed by Bread and Butter Pudding.

We now have 2 more Welsh slate coasters to add to our collection (finishers awards).

Have we finally broken the curse of the Black Mountains? We may have passed it on to our friends Owen & Mo ...who only made it to the lunch halt in their MGB ...a problem with the coil (they limped back home rather than continuing the tour).

A fabulous event . All control points found, brilliant weather and , very unusually, hardly any traffic on the single track/ green lanes, very few cyclists and only a few horses.

Pat .



TR7 & TR7V8 Manuals



Alan B. is de-cluttering the books he will never read again and would rather the following went to someone who could use them.

FREE of charge :-

1. Triumph TR7 Parts catalogue (1979) RTC9828CB
2. Triumph TR8 Repair operations manual AKM3971
3. Haynes TR7 Workshop Manual to 1982
4. Haynes Rover 3500 V8 Workshop Manual (SD1)
5. Haynes/ David Hardcastle. Tuning Rover V8 engines

If anyone is interested in any of these books

Contact our Group Leader Phil NOW.

Priority to LVG members ...and you will have to collect them at an LVG meeting at the Cock

With thanks to Alan for his kind offer.

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 Philand make him an offer.

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

Thank you.

Email Phil: trr.lvg@gmail.com



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Brand new, the cost today would be £800

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Thank you, Chris.

Email Chris: chris.trunnioned@btinternet.com

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

12V DC Max 12V 8.3 A

£120

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Honda EM 500 Petrol

230V AC Max 400 watts,
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12V DC Max 7.0 A

£90

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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

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