



The TRUNNION

Broadcasting to LVG and the wider TR world



202210 November



Phil and Mike represented LVG at the recent GL meeting at the British Motor Museum, Gaydon. Here we see a window on the meeting with Wayne Scott presenting. You can expect a report in your next issue of "TR Action".

Local groups are the grass roots of the TR Register but we also need more members to support the national TR Register events. Ed.

Editorial ...

Changing a fan belt shouldn't be an event of note but since I had the thin belt conversion to my TR3A carried out over 20 years ago it is about time, just started to occasionally slip and looks well worn. This week I have also had the MOT and still believe it's the best way of knowing your car is healthy or maybe soon not to be, especially if you are not mechanically minded and don't have a lift or inspection pit. Seeing the TR on the ramp in a different light, I noticed some orange peel effect in the BRG paintwork....which just made me smile when I remember back in 1972 when I owned a new 1275 GT Mini which was a mustard yellow with orange peel effect at no extra cost.

Hope to see some of you on 20 November at The Cock ...and also get yourselves booked in for the "Unofficial Christmas Lunch" ...as per following pages.

While November continues to be mild, there is still time to clock a few more TR miles before Winter arrives.

Chris.



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**DEADLINE DATE for articles
& photos for next issue is
TUESDAY 6 DECEMBER**

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>



If YOU may be interested in joining the LVG committee to help the group continue to improve, please contact our Group Leader.

2 members will not be standing again at the Annual Members Meeting in February.

Please contact Phil if you would like to know more.

THANK YOU !



Group Leader's Report



And now for the good news, the LVG 2023 calendar will shortly be on sale. It is hoped that we will have copies available at the next meeting on the 20th November. It is full of pictures of your TRs. If you can't make this meeting, we will have them available at the next one in December and at both the meetings in January. Alternatively, if you are unable to come along in person just drop us an email or text and a copy will soon be on its way to you. Come on, let's make this a bumper sales year for our calendar.

At the last Sunday meeting, Pierre and I brought along a selection of books we no longer wanted and invited people to help themselves. This proved popular and at the next meeting I would like to extend an invitation to you all to bring along a few books you no longer want and we can do a book swap. The only proviso is you take back your books that are not swapped, otherwise I will be swamped with books at home and I already have nowhere to put the ones I have!

You should all have received notification regarding the online survey that the TR Register is carrying out. They are interested in your views of what you want from them to shape future events. It is important that we let the Management Team know our views and it only takes a few minutes to fill in. The added bonus is that there is a chance to win a £100.00 Rimmer Bros voucher by just completing it. The survey can be found at <https://www.tr-register.co.uk/article/2022/10/0304/Complete-our-survey-to-shape-future-events-in-the-TR-Register>

You will not have failed to notice that it will be Christmas next month and December's meeting will host the "Unofficial Christmas Dinner" at the Cock Inn. It is unofficial because having the dinner is not obligatory when attending the meeting. You are more than welcome to turn up as usual and have a natter and a noggin (and buy a calendar). Now that we hold meetings in the barn there is a great deal more room to eat so we are not limited on numbers. A copy of the menu and a booking form is included in this TRunion, please let us have your choices by the 5th December along with a £5.00 deposit per person.

Sadly, we are losing two committee members at the end of the year. Alison has moved to Norfolk so will be changing groups as the trek to Broom is considerable. Alison has done a wonderful job producing the

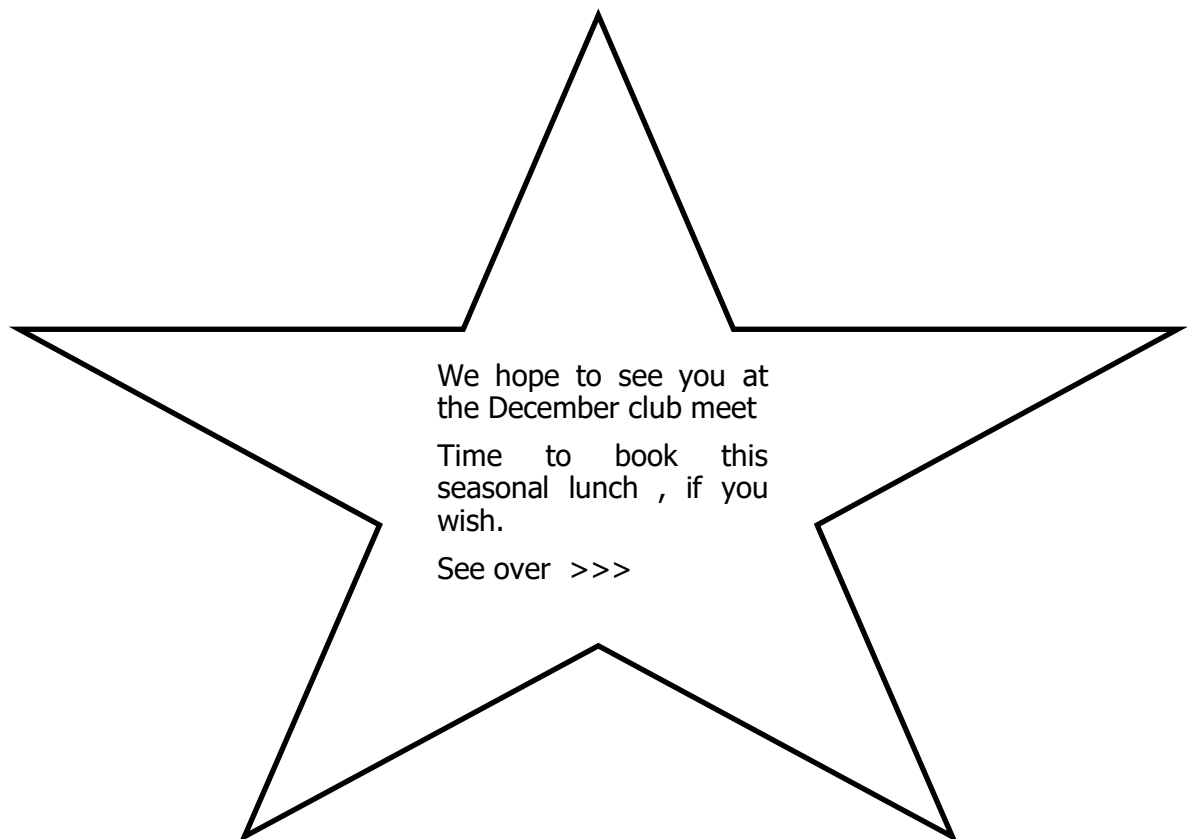
calendars over the past few years and acting as our "official photographer" and membership secretary. She and Roger, our expert car parker at S&S, will be greatly missed. Hopefully we will meet up with them at regional events or perhaps a tour around Norfolk. Jon Evans, our raffle wizard is stepping down due to work pressures with his new job but he promises to be back sometime in the future. Jon did a magnificent job organising our Ukraine fund raiser along with Wayne's World and our other raffles. However, their departure opens up exciting opportunities for you to join the committee. Please let us know if you are interested and we can have a chat to outline what is involved. A "can do" approach is all you need, and if you have any IT skills that will be all the better but it is not essential.

The Group Leaders meeting at Gaydon to discuss the "future strategy of the club", was a lengthy presentation of how the Club needs to evolve to be relevant in the future and continue to attract new members. It has been promised that an article will appear in a future edition of TR Action to outline the actions that are proposed which were too numerous and far ranging to properly report here.

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 Hotel in Knebworth. We have a couple of events to kick start the celebrations in early January, full details of these are in the Events section.

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



Book now for the LVG
"Unofficial Christmas Lunch"

At the usual club meeting
Sunday **18 December**

Either at the November meet
or before 5 Decemberhand
over £5.00 per person deposit
to Phil (GL) **with your Menu
Choices, 2 courses or 3 ?** and pay
balance as usual on the day

*Good company
Good Food
that's official*



Christmas Menu

1st December - 23rd December 2022

£23 for 2 Courses, £28 for 3 Courses

The £5 per person deposit required when you book, will be deducted from your final bill.

To Start

Duck Liver Parfait with Cointreau
served with a warm baguette & salad garnish

Breaded Brie Wedges
with a cranberry dip and salad garnish (v)

Homemade Roasted Red Pepper & Tomato Soup
served with thick cut bread (v) (gf) gluten free bread available

Prawn and Smoked Salmon
on homemade melba toast,
with a cream cheese and horseradish dip and salad garnish (v)

Main Courses

Traditional Christmas Dinner
roast turkey crown & all the traditional Christmas trimmings

Salmon en Crouete
with new potatoes, seasonal vegetables and a lemon & dill sauce

Homemade Beef Bourginon
with rice or mashed potatoes and seasonal vegetables (gf)

Butternut Squash, Lentil & Almond Wellington
roast potatoes and seasonal vegetables (vg)

Dessert

Traditional Christmas Pudding (v)

Homemade Black Forest Brandy Snap Baskets

Chocolate Lumpy Bumpy Cheesecake (v)

Homemade Lemon Meringue Pie

To Finish

Complimentary Tea or Coffee & Mint Chocolates

Private Parties

We can cater for your own private Christmas Party - please ask a member of staff for details

EVENTS November and into 2023

LVG approaching 50 years of age

We start this report by jumping to next year; Phil has already mentioned our 50th year celebrations in his GL report and we will commence with a lunchtime meeting at the pub where it all started exactly 50 years to the day since the very first meeting. Get the date in your diary and tell us you will be attending.

Wed 4th Jan 2023 at Station Pub, Station Approach, Knebworth, Herts SG3 6AT from 12 Noon

We appreciate the mid-Winter date is only just after Christmas and people will be getting back to work, but wanted to meet on the exact date of the first meeting in 1973, when 33 people who were mostly using their TR's as their daily transport, formed the Lea Valley Group of the TR Register. We even hope to have at least one person attend who was at that very first meeting. It is not a formal lunch, but we will lay on some finger food and Birthday Cake and the pub is open as normal. Please tell us you are coming so we can get the catering offering right. We will be highly surprised if any TR's attend and as parking can be a bit awkward fully expect current day cars to be used. After all, day cars were used in 1973!!!!

Now back to the current month. This is being written the day before the Classic Car show at the NEC in Birmingham and we suspect those who attended will have come home with some very useful items and some that they didn't know they needed. Our last 2 meetings of 2022 will be the Sunday Cock Pub gatherings (20th November & 18th December) and with the barn now having flooring and heating, we should be safe and sound whatever the weather throws at us. If you wish to eat at the December meeting, the menu and pre booking is now open as outlined in Phil's report. Is Christmas really that close?

Our normal January Sunday meeting is the Annual Members Meeting and Kick Off Lunch on 15th January (at Lower Stondon Golf Club not The Cock). This date should already be in your diary and we will be calling for attendees and issuing the subsidised menu by email soon.

Keep your eyes peeled

That's it for now, but please remember to let us know you are coming on 4th Jan and fill in menu choices if you wish to eat for the December meeting.

Phil & Mike

LVG Events





Pat and I were visiting Duxford and happened to walk in as this auction was happening. Being careful not to raise a hand we explored further. An amazing collection of classic, veteran and performance cars. I captured a few on camera, including a number of TRs.



1969 Triumph TR6
Estimate: £12,000 - £16,000*



1973 Triumph TR6
Estimate: £16,000 - £19,000*





1982 Triumph TR7 V8
 Estimate: £14,000 - £16,000*



H&H auction @ Duxford



1972 Lamborghini Espada Series II
Estimate: £10,000 - £15,000*



POLITE NOTICE

PLEASE DO NOT
TOUCH THIS CAR
AS WE WOULD LIKE TO RETAIN AS
MUCH ORIGINAL BODYWORK AS
POSSIBLE FOR NEW OWNER TO USE
AS PATTERNS AND PULLING IT
APART WILL NOT HELP !!!!!
PLEASE PLEASE RESPECT THIS
REQUEST
THANK YOU



H&H auction @ Duxford



The Matterings of Muncer

Pete Muncer



I sympathise with our Editor's plea in last month's TRunnion, requesting more input to the publication from members – of course if none is forthcoming, this simply will leave more space for yours truly to ramble on, and we don't want that do we? I am afraid that with any club, there is always a "hard core" (can I say that?) who are the active members – t'was ever thus.

Last month I was contemplating processing through Luton Airport (for the first time in three years) for our trip to Estoril with some trepidation – however I should not have worried, going through security for our outward flight went very smoothly, and on our return, the Arrivals Hall was empty (!), so passport control was a matter of seconds – Squeazyjet was on time in both directions as well. The racing at the Estoril Classic meeting tended to be a bit processional on the day we visited - the circuit has a long main straight, which allows a car with good straight-line speed to make a break before the twisty bits around the back. The hairpin at the end of the straight is an excellent viewing point – we observed many different techniques for negotiating this corner - slow in / fast out or vice-versa, or just chuck it in and hope for the best? The best race on sound alone was for the pre-86 F1 cars, Cosworth V8's at full chat – although my favourite car of the day was a 1958 Lister-Chevrolet "Knobbly" – it was also the loudest! However, walking around the paddock revealed not a single TR – outrageous! At least the two Morgan SLR cars had TR motors.

Sue and I are booked now for a trip to Oz and NZ in February, but with a stopover in Singapore to get a good night's sleep. Incidentally, I know prices are going up and up, but I only wanted to get a couple of seats on the aircraft, not to buy the bl**dy thing! – and that was only for Steerage Class – if you can afford First Class presumably you are given the airline as well – anyway let's hope no big bills on the TR next year. We should have been in Brisbane for a family wedding back in 2020, but "you-know-what" scuppered that idea – now baby no.2 is on the way, so we need to get out there and meet the new members of the family.

I will have to be back from Oz by late-March, as I will need to carry out the route survey for the CACCC Springing Up Tour – this is tentatively scheduled for the last week of April, probably returning to Dorset. Tibbles Tour is planned for June 25th, and the Falling Down Tour possibly late-September and based in Norfolk – more info in future Trunnions.

The various happenings to celebrate LVG's 50th, get under way on January 4th at the Station Inn in Knebworth, where it all started 50 years earlier – note that the pub has a small car park, although there is a pay park across the road serving the railway station. For this gathering I will make use of public transport (a rare event!) and jump on the bus from Welwyn – this of course will enable me to consume many libations to celebrate the occasion (providing that I can find the bus stop afterwards). Later in the year there will be a tour, details of which need to be agreed with the LVG 50 team – unfortunately I have not been able to attend the last couple of monthly meetings at The Cock for a face-to-face (or is that a one-on-one? – not sure I like the sound of that) with senior LVG officials. However, an interesting snippet of info came to light while discussing possible tour routes via the internet – an email response from one of these high-ups stated that he was in his caravan in the Cotswolds – I thought I was the only one in LVG who had admitted to having camping tendencies - how many more are there in the group? I think we should be told.

As part of the 50th preparations, Brian Chidwick has unearthed from the depths of his archive, Trunnions and Newsletters dating back many years - what really worried me about this was the realisation that I have been drivelling to the LVG community for over 25 years in one form or another – maybe it's time for full censorship to be imposed (this could be a possibility – see next paragraph).

Looking at Chris & Pat's pics of the Black Mountain Tour in the last issue, I was impressed by the sheer variety of cars entered – 1938 Peugeot, MG TC, TR's, Minis, Austin Healeys, Jaguars, Lotus Cortina, Lotus Elan, Escorts, Sunbeam Alpine, AC Cobra, etc. Now for the controversial bit – one of the aspects that initially attracted me to Haynes and CACCC tours years ago was the mix of cars – perhaps not as varied as the Black Mountains mob (although we did have a 1933 Ford Model Y on Tibbles Tour this year). To me this is what classic car events are all about, with a variety of vehicles of different ages and types – dare I say it, more interesting than events with just a range of TR's, which let's face it, only feature four variants of 2-seater body styles. (I now expect an official letter from the TR Register advising me of ex-communication – in the interim kindly send your letters of protest to the Editor). In my defence m'lud, I believe the important thing is to be seen out and about using our classic cars while we still have the opportunity – sometime in the future fuel prices and availability, or even legislation, might reduce our cars to the status of "garage-queens". That reminds me, my New Year resolution must be to use my TR more – in the last couple of years, what with the impact of Covid and U/J-itis, my mileage has been less than impressive. One last point from Chris & Pat's report – is it really seven years since we took part in the Triumphant Welsh Classic? – my TR was still running on Stromberg carbs then.

I duly completed the TR Register survey regarding future national or otherwise events, following the cancellation of the International Weekend in August – I will be interested to see the results of this survey, although it seems already that the day of big three-day events may be over. I must admit that the last International at Great Malvern I attended was back in 2009, so I cannot claim any experience of other venues since then. I think that the success of the LVG Shine & Show event in recent years indicates the way forward – relatively small local events with a good mix of classic cars on display.

Some of the reprobates who attended Internationals with us in the past, will be having a re-union in February – Phil & Sue Jones, Pete & Sandra Bradley and ourselves are spending a weekend in a pub in Bewdley (so don't expect any coherent report of the proceedings). Apparently the town boasts a rope museum (full of old rope presumably), and Phil (former TRunion editor) is keen to visit same – while he is getting strung up, I will be down at the Severn Valley Railway collecting loco numbers – each to his own.

On the F1 front, Max Verstappen has won his second successive championship, with a record 14 victories this season at the time of writing. However, being F1, nothing was straightforward about the way in which his title was confirmed – the Japanese G.P. was held in monsoon conditions, resulting in cars spinning off in all directions, safety cars, red flag etc., and the race in danger of finishing in the dark. As a result the race was restricted to just 27 laps, which Verstappen won comfortably – and then the fun began. Immediately after the race, the FIA (supposedly the governing body for F1) announced that only half-points would be awarded, which meant that Max could not be confirmed as champion – however after duly consulting their own rule book, about 30 minutes later the FIA then announced that full points could be awarded. Clearly the FIA use the "make it up as you go along" approach – last year in Belgium they awarded half-points for no race at all, just qualifying – then of course came the farce in Abu Dhabi. FIA fit for purpose? – I would not trust them to organise a "visit" to a brewery.

The other hot topic in F1 at the moment concerns the Red Bull team (Verstappen's team), and the fact that they exceeded the F1 budget cap (designed to "level the playing field") in 2021. The FIA have taken until end-October 2022 to announce the penalties to be imposed – presumably they were checking the rule book in the intervening ten months. Inevitably this delay allowed all sorts of suggestions to be put forward, ranging from disqualification from the 2021 championship (which would have given Hamilton his 8th title), to a gentle slap on the wrist and "don't do that again old chap". To be fair, the death of Red Bull founder Dietrich Mateschitz just before the U.S. Grand Prix meant that it would have been inappropriate to make an announcement at that point, so we had to wait for another week until the Mexico G.P. for the decision. The penalties are a \$7 million fine, plus a 10% reduction in aerodynamic development / wind tunnel time for 2023 – "draconian" penalties (according to team boss Christian Horner), or just a slap on the wrist? We'll have to wait until next season to see what impact (if any) that has on the 2023 Red Bull F1 car – maybe not a lot?

I'm just wondering now whether my TR budget is going to come under scrutiny next year!

Pete.

Lister-Chevrolet "Knobbly"



Morgan SLR



From the Archives

Part 1 - In the Beginning

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

A little bit of history

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

From TR Newsletter #12 Winter 1972

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

From TR Newsletter #13 Spring 1973

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

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

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

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

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

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



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

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

From TRR Newsletter #3 August 1970

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

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

From TRR Newsletter #6 June 1971

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

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

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

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



4VC with Ian Cornish

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

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

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

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

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

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

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

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

Brian Chidwick



Mr. Pete Muncer



Good to receive an email from a previous Group Leader of LVG ...now living in France. All the best to you and Magda from all the LVG gang. Hope to see some photos of your TR6 touring next year. Ed.



Hi Chris,

Hope all is well with you and Pat and everyone at the club.

I meant to send these pictures to you weeks ago but you know the story

During our trip to Provence in September, we were enjoying a nice lunch in the tranquility of the French countryside when we heard some familiar "growling" coming up the hills towards us.

After we left the restaurant, we found the following beauties parked in the street nearby. It all goes to prove, no where's too far

All the best,

Jules

Julian Hensman





Wayne Scott reports :-

What an amazing day at **David Appleby Engineering** looking over the masterpieces that are his TR7V8 works tribute cars. As a former engineer to Tony Pond on BL cars in period, there is nobody better to build them!

A full article will appear soon in **TR Action Magazine!**

With thanks to TR Register Devon Group for the invite to their open day.



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.

Any offer ...needs to GO NOW

Email Phil: trr.lvg@gmail.com



Almost any offer must clear NOW ?

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 £400and 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

Get Generated ?!



Portable / Standby Generators

=====

Honda EG 1000 Petrol

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,
continuous 330 watts

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

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



The famous LVG Calendar will be revealed for sale at November club meet...

Only a few people have seen this 2023 edition and already sales are in double figures. One member has ordered 10. I asked for more information to promote in TRunnionbut I was not allowed to see any photo or even to be told the price ! I do know that Alison has selected the photos and it will certainly be less than £10



This photo is not from the calendar....just to grab your attention

Rally of the Tests 2022

With thanks to Hero ERA for the photos



Jon Hancox and Richard Lambley took 7VC to finish 8th overall & 3rd in class.

Ahead of them was a Triumph 2000 which finished 5th overall and 1st in class.

