



The

TRunnion

Broadcasting to Lea Valley Group and the TR world

202303 March



Keep fighting Brian !



Editorial ...

Thank you to all contributors. I thought this would be a thinner issue but the stories came in, including the purchase of a well known TR3 for only £20.00 Should TS2 be driven by all, does it need to be fully restored?

See Phil's GL report in full and PLEASE give him some FEEDBACK! More thoughts from me on the back page.

Chris.

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DEADLINE DATE ... for articles & photos for next issue is TUESDAY 4 APRIL

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*Please send any TRunnion articles direct to the Editor
.....as a **WORD doc attachment** !*

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

PHOTOS : JPEGs of finest quality ...if possible ... please.

EMAIL direct to: chris.trunnioned@btinternet.com

Please keep Text & Photos separate.

My Publisher does not like it if pics are added to a Word doc.



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Meetings Venue and Small Print

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 Ther 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 : trr.lvg@gmail.com

***Disclaimer** The TR Register wishes 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 home of LVGThe Cock Inn, Broom. Remember to book in advance for Lunch

For the Calendar of Events 2023just CLICK on link below:-

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



Just for you Brian TR gets dirty !

LVG Events update...

We will soon be entering the start of the year for Classic Motoring, so take a look at the LVG Events page on the website and get some dates in your diary to join us.

Let's dispel a myth we hear, usually from new members, that they fear going too far in their car in case they breakdown. Motorists in the 1950 & 60's may well have had similar thoughts, but in reality most journeys were completed and that continues to this day. Our classics work better and are more reliable when they get used regularly. If you join us on one of our drives (they rarely exceed 100 miles in a day), you will be with likeminded folk who will help anyone who has a problem and you will not be left alone on the roadside. If all else fails we cannot recommend enough, the services of TR insurance breakdown cover via Aplan. The £40 annual subscription is the peace of mind you need (you do need to be insured via Aplan to qualify) and Mike can vouch for their services. In 8 years of TR ownership, he has had to call on them twice. Once for a stub axle shearing on an Autoroute in France – the car was trailered home and the second time on his way to a Christmas lunch at the Cock, when his aged radiator sprung a leak. He was towed home within an hour of the mishap and still made lunch.

Let's highlight 2 future meetings.

Sunday 23rd April – This is the regular annual "Drive it Day" where many classic car owners take their cars on the road. LVG will this year be going to the Buckinghamshire Railway Centre, Quainton near Aylesbury for the day. It is a Festival weekend for the railway and there will be much going on with us having dedicated parking as our cars will form part of the attractions. At £6 suggested donation a car it is terrific value. Watch out for an email giving more details with pick up points for a drive to the venue.

Thursday 18th May – a midweek visit to the De Havilland museum in London Colney. See the flyer elsewhere in Trunnion. Once we know who will be joining us, we will sort a route to get there and we propose arrival late morning before an arranged light lunch, with the afternoon to view the museum and all it has to offer. **If you think you will be joining us, let us know** asap at trr.lvg@gmail.com

Here is the link to our full calendar

<https://www.tr-register.co.uk/group/lea-valley/social-report/2023/03/2238/LVG-Events-Calendar>

We look forward to seeing everyone out and about.

Phil & Mike

LVG Events





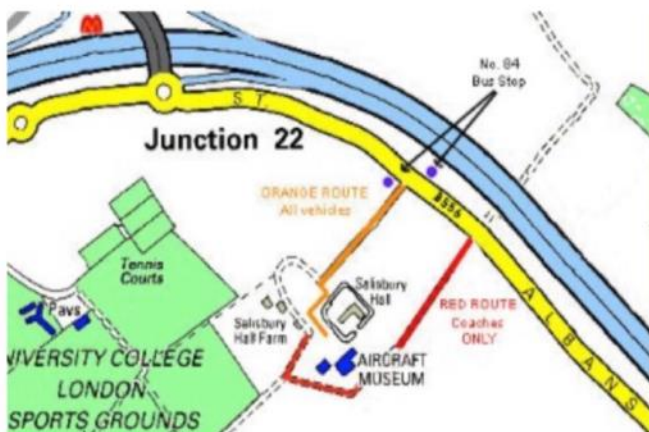
Thursday 18th May



The Museum is located next to Salisbury Hall in the Hertfordshire countryside just off Junction 22 of the M25. With lovely wide open spaces and **free parking**, there is a small **cafe** serving hot drinks, sandwiches, pastries and cakes with outdoor picnic tables and a lovely **shop** stocked with models, diecasts, books, clothing and branded merchandise. We have two huge hangars (the **Walter Goldsmith Hangar** and the **Geoffrey de Havilland Hangar**) with most of our collection **undercover** protecting you and our artefacts from the weather. There is a third hangar (the **Amy Johnson Hangar**) where you can view our volunteer restoration teams at work. There is an **outdoor grass aircraft park** with eight other aircraft, some of which we try to make available to visitors when the ground is dry and firm. There is also a **mini cinema**, a Link Trainer which we make available (for a small fee) to budding pilots to have a go at "flying" in a simulator from a bygone age.

Entry to the Museum for cars is via the **ORANGE** route, please note the speed limit.

Coaches by arrangement please ensure you use the **RED** Route.



Cockpits to explore

The Mosquito
Prototype

See restoration close
up

De Havilland Aircraft Mus...

Salisbury Hall, Shenley, London
Colney AL2 1BU

4.7 ★★★★★ 926 reviews



If you want to join us - email
trr.lvg@gmail.com



Group Leaders' Report

Phil Sanford

You will have seen in previous TRunnions that the Eastern Area Director is trying to organise 4 events just for the Eastern Region Groups, unfortunately due to a lack of interest two of the events have had to be cancelled. The visit to the Cold War Museum at RAF Bentwaters on the 4th May and Bletchley Park on 3rd October are no longer going ahead. That leaves the Long Melford Hall get together on Wednesday 12th July and the Helmingham Hall Classic and Sports car Show on Sunday 6th August still going ahead but I do need to know if you are interested in going. Please let me know by email, text, phone call or smoke signals if you are interested in coming along. I know it is difficult to commit for a long way in the future but an expression of interest would be helpful.

If anyone is going to the Classic Car and Restoration Show at the NEC is on the 24th March let me know as we can meet up there. This is a really good show and well worth a visit.

In a recent Classic Car Weekly there was an article on the diminishing number of "Historic" cars that are being MoT tested, it is down by 71% since the exemption was introduced in 2018. That coupled with the increased numbers of classic cars now on the road, is to my mind, startling. I had assumed, obviously incorrectly, that most owners have the MoT done as a safety check for their own peace of mind, let alone an insurance safety net in the event of an accident. My own experience is that everyone tells me they have their cars tested so are these figures accurate, or do people not like to admit they do not MoT test their cars? It is all too easy not to notice the gradual decline in something like brake efficiency until you have to do an emergency stop. More and more members are not doing their own maintenance but leaving it to a garage and that is an unknown quantity. What is the consensus in the LVG, do you test or not? It would be interesting to hear your views on the subject, perhaps via a letter to TRunnion or a quick email or text to me.

Mid-week meetings will be starting in April, if you know of a pub in your area that would be suitable, please let us know, we want to spread the meetings around the area to make them accessible to everyone.

There are lots of events and shows coming up so please keep an eye on our events calendar which can be found on the TRR website at: <https://www.tr-register.co.uk/group/lea-valley/social-report/2022/02/1941/2022-Events-Calendar> or come along to our monthly meeting at the Cock where I give an update of events and meetings that are coming up. If you come don't forget to bring any books you would like to swap.

Lastly if you want to attend the AGM on the 16th April at the British Motor Museum, Gaydon please register your attendance via the TRR website. You will also find details of voting by proxy.

Phil



ATTENTIONYOUR FEEDBACK NEEDED please

Group Leaders Meeting 11 March

I attended the annual Group Leader's Meeting at Gaydon accompanied by Jon Marshall who is TR4/4A Registrar. A brief summary of what was presented and discussed is detailed below, along with a request for your opinions to be given to me, so I can pass along to the Management Team.

Articles of Association changes proposed for AGM

This was presented by Mick Forey and basically it proposed to separate the governance of the club from that of the Company, TR Owners Club Ltd. (TR Register). This will allow changes in the rules of the Club to be made more easily, although they would still have to be approved at an AGM. The model Articles of Association are controlled by Companies House and have to be adhered to, they are often too complex or inflexible for use by a car club. The consensus of opinion in the room was that this would be a good thing and will be voted on at the upcoming AGM on 16th April.

TS2

After its recent Round Britain tour TS2 is showing its age, it was last restored about 25 years ago and now needs attention to keep it roadworthy. There are perceived to be 4 options:

1. A minor tidy up and put it in a museum.
2. The sticking plaster approach, a low-cost option to keep the car roadworthy and available for members to use.
3. A full restoration, this would include an engine and gearbox rebuild, overhaul the steering and suspension, refurbish the interior, repair the bodywork and replace panels where necessary and a complete respray. Phil Tucker has estimated this work would be in the region of £50,000.00 but no official quotations have yet been sought.
4. Sell the car, although the original donor of the car has the right to buy it back.

The majority at the meeting favoured option 3 although there was no discussion on how this would be funded. The Management Team would like to know what you, the members, want to happen to TS2 and have asked that you let me have your views so I can feed them back.

New management structure

A short resume of the strategy that has already commenced was gone through. The strategy will be implemented in three stages, over three years. For this coming year the first positions have been advertised in TR Action and will be voted on at the AGM. The idea is to make Management Team Members responsible for specific areas and to take ownership of tasks and report their findings and actions to the management.

TR Action Magazine

Currently it costs about £15,000.00 per issue to produce and distribute the magazine, with the price of paper, ink and postage continuing to climb. Various options will be pursued to reduce these costs such as only publishing 6 times a year instead of the current 8, remove the Social Scene section, making for less pages. The rationale behind this is that it is no longer relevant, as members are being kept informed via



their local Group newsletters, and the immediacy of posts on the Groups Social Scene on the TRR website keeps you better informed. Another option is to leave everything as it is but that might well have an implication on membership fees. There was very little appetite amongst those attending the meeting to go to digital copy only. Again, please let me have your views on this to feed back to the Management.

Another area of concern is that as from September, Wayne is stepping down as editor, he has been in the role for 10 years and he now feels it is time to pass the baton on although he will still be handling publicity and PR. How to replace him needs to be addressed, is there a volunteer within the Club? Alternatively employ a member who has the relevant experience or thirdly employ an external motoring journalist to do the job.

TS2 and TR Action really do need your feedback, please let me have your views on what you want the club to do via, trr.lvg@gmail.com or 07919 037321 text or call.

Phil



PLEASE ...help Phil and YOUR TR Register by giving FEEDBACK





Pete Muncer

It's a Mini-Muttering

I am writing this Mini-Mutter while my better half is busy sorting and packing our travel necessities for our imminent departure (tomorrow) to the colonies - Sue is much better than I am at this sort of preparation. However, I think I have worked out a route around NZ North Island, providing the roads closed by Cyclone Gabrielle are open and another cyclone doesn't arrive in the meantime. I don't have problems with cyclones when plotting tour routes in the U.K. - but with climate change who knows? - maybe it's time to retire and hand in my road atlas and O.S. maps.

Our illustrious Editor has asked for any mini stories (the car you fool, not the skirt - although maybe that's a topic for a future issue?). My Mini story dates back to 1968 (that long ago?), following the demise of my A-H Sprite Mk. 2 after an argument with a Ford 100E, and the need for replacement motor transport. A guy in the office had a Mini 850 which had been modified - outwardly with three spot lamps across the grill, and cooling vents in the bonnet to cope with the supposed extra power of the modified engine (yeah, right). Being an automotive idiot I fell for his enthusiastic sales pitch and bought the thing - however an early trip in the car revealed disappearing oil pressure etc. In fact after the inevitable engine rebuild, the car did perform as a Mini should, once you had the knack of keeping the power on through corners and winding on more lock (and ignoring tyre squeal). The trip I remember well, involved returning from Cornwall very early one morning, to arrive back in the office in Enfield by 10am - A-roads only, no motorways then of course - to make the schedule we must have averaged about 50mph (naturally without exceeding any speed limits). Not long after this Sue and I were married, so the Mini was sold to another trusting soul - our transport for our first year together was another mini - Sue's Fiat 500!

Chatting to Graham Teeson at the February meeting at The Cock, his recollections of early years seemed to be remarkably similar to mine. In the early 1950's we lived in Enfield, with the London Liverpool Street to Cambridge railway running past our back garden, with a variety of steam locos puffing past (no dirty diseasels) - so not surprisingly steam locos (but model ones) still feature among my hobbies. Next door to our house, our neighbour was restoring a 1930's Austin Seven, and although I didn't get my hands dirty (perish the thought), this sparked off my interest in all things automotive. My sister's boyfriend parked his car on our drive - this was a pre-war Talbot convertible, and I was allowed to sit in it - until the day I managed to zero the mileometer - banned!

Graham's upcoming circumnavigation of the UK in a TR is a fantastic idea, with thorough preparation already carried out of both car and driver. Graham plans to set off on April 25th (just after Drive It Day) - maybe local TR groups around the country could meet up with him and cheer him on his way. Anyway the best of luck Graham - not that you'll need luck - "nowhere's far in a TR" and we know that TR stands for **T**otally **R**eliable (not like a **L**ots **O**f **T**rouble **U**sually **S**erious or a **T**otally **V**ariable **R**esult or even a **M**ight **G**o).

G'day sports.





MY LIFE FROM TR7 TO TR7-V8 – GOB 462 W (aka Trevor)

I was created by British Leyland in March 1980 at Canley, my original colour was Cornelian Red and my trim Tan Check. I was fitted with a standard 2 litre engine and other normal items. I was first registered in August 1980 and used as company car for about a year or so and then sold on. Haymarket Publishing purchased me in about 1984 and decided to up rate my engine to the 3.5 litre V8. They approached the DVLA to register the car as “Bartlett Le Mans V8 Conversion” but were denied the name change but accepted the engine change.

I spent the next few years in various forms of ownership from private to traders until in 1991/92 I was purchased in a somewhat sorry state as a renovation project. For this I was stripped down to bare metal, totally re-sprayed, re-trimmed, up-rated to TR8 + Specification including power steering and a lovely professionally built 3.9 litre V8 engine (285 bhp) with all ancillaries including roll cage. My paint colour became Porsche Guards Red, somewhere along the line my seats and door cards had been re-covered in black leather with red stitching, also a new black mohair hood – I felt very grand.

Now to my current home since 2005, nice people, they look after me well and have taken me to lots of UK and foreign places, sometimes hot sometimes snowy or just wet. My first outing with them in 2007 was a rather madcap dash with six

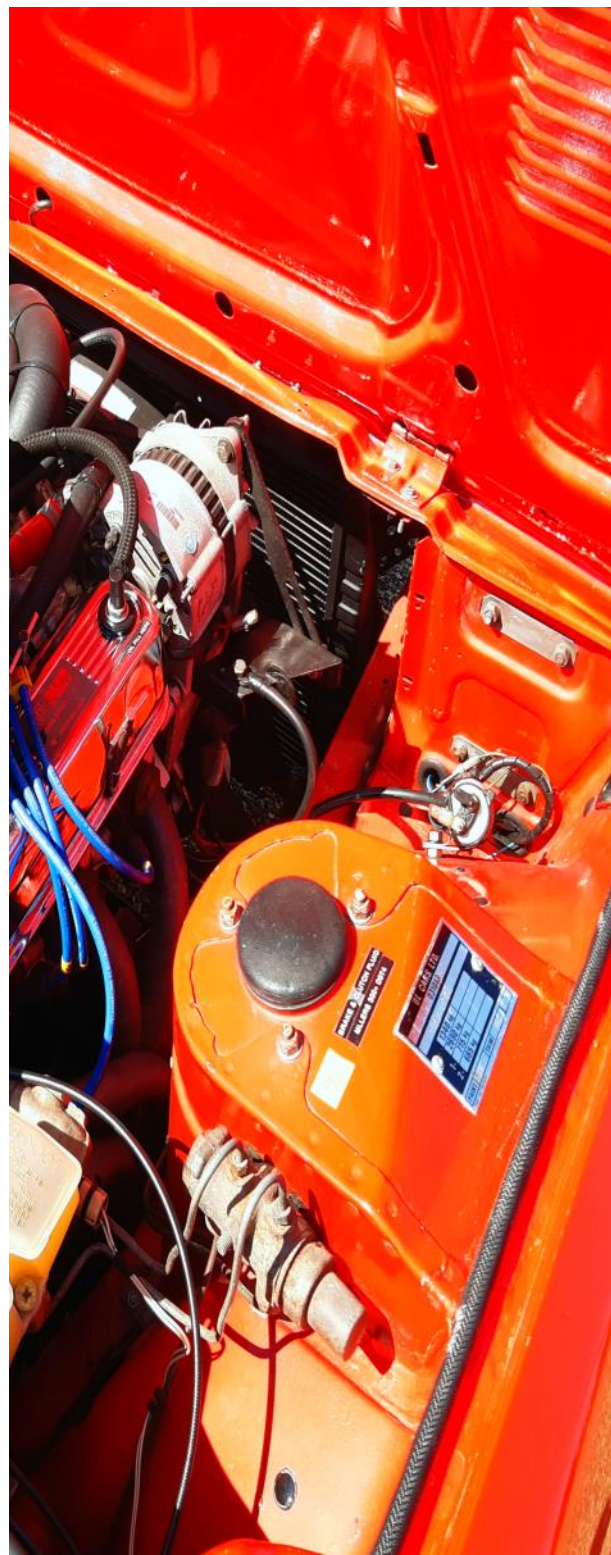
TR7 to TR7V8

Pat Dawson



other TRs from the UK through France, Germany edge of Switzerland into Italy and the port of Ancona where I had a nice boat ride to the Port of Patras (wow that was busy and chaotic). The onward journey to Porto Heli in the Peloponnese was quite hairy as all the trucks seemed to want to overtake every time there was a bend and it was no good getting lost as all signs are in Greek! We stayed around the area for about a week then wandered back to UK. My next trip was to Northern Spain to the Picos area and coastal villages, lovely views if the weather is good.

May 2011 saw me on another boat to Denmark, Sweden & finally Norway – I have never been on so many small ferries in order to get to a destination, the weather was not favourable as they had had a late Spring and lots of snow was still laying – I became quite a handful. On our route up to Norway we visited Frederikshavn and visited various interesting places, in Sweden we stayed in Gothenburg for a couple of nights and my people went out to dinner at a place called Gothia Towers which has amazing views over the city. Onward and upward, following the coast road to eventually arrive in Oslo, lovely city and very interesting according to my keepers (they even got to visit the art gallery where “The Scream” by Edvard Munch is housed) and also an amazing Folk Park depicting “The Life of Man”, from conception through adolescence to adulthood and finally death all done with statues. Touring around Norway they visited Flam and rode on the famous railway. We also managed to fit in a visit to the local Tjoloholm Castle Rally – annual classic car event and very popular. So where else have I been, Spain, again, but east to the Pyrenees, France a couple of times, the remainder of my trips have been in the UK and at LVG events.



I don't think there is much more to tell you, I have now passed the celebrated "40" mark so am now 'Road Tax & MOT Free' (but my keeper still has this done) so its nice to know if anything is starting to fall off due to age (now 43). As with all my other car friends I have not been out very much at all, what with Covid stopping everything in its tracks, however, I have managed the odd blast out to keep my wheels turning and getting the oil round the joints.



I understand there are to be a few UK trips upcoming once the weather improves so doubtless I will have to have a bath, a polish and a top up of essentials. So here's to happy motoring everyone and some good weather.

Bye all, take care, keep safe.

Written on behalf of Trevor by Patricia
Dawson
04/03/23

Pat.



In response to the request from our esteemed Trunnion editor, I offer three recipes for which I can vouch.

As many of the LVG will know Pat has for more than a year, been baking in support of a village café set up a little over a 4years ago to provide residents a once a week opportunity to get together for a social chat over cake and a cup of tea or coffee. There is no charge, but donations to charities (usually local) are accepted and to date have accumulated getting on for £4000. My role in this is in helping a little with food preparation, including but not limited to testing of the products and a little cleaning up at the end of the sessions.

With this background, I am confident that the three recipes offered work well, being very popular in the village. They are all easy to prepare (on the basis that if I can do it, anybody can).

If anybody wants to test these, you're welcome to come along to the café at the Bowls Pavilion in Aston after 10 a.m. on any Tuesday.

Pierre Miles

Fuelling the Car ...also the Driver!

With thanks to Pat Miles ...and Pierre

Bread Pudding

Cuts into 9 squares.

Preparation: 10 mins plus 15 mins soaking,

Cook time: 90 mins

Oven: 180°C/160°C fan/gas 4

Ingredients

500g white or wholemeal bread (1½ loaves minus crusts)

500g / 1lb 2oz mixed dried fruit

85g mixed peel

1½ tbsp mixed spice

600 ml milk

140g light muscovado sugar

100g butter, melted

2 tbsp demerara sugar

Grated rind of 1 lemon

2 large eggs, beaten



Method

1. Tear the bread into a large mixing bowl and add the fruit, peel and spice. Pour in the milk, then stir or scrunch through your fingers to mix everything well and completely break up the bread. Add eggs, muscovado and lemon zest. Stir well and then set aside for 15 mins to soak.
2. Heat the oven to 180C/160C fan/gas 4. Butter and line the base of a 20 cm non-stick square cake tin – not one with a loose base. Stir the melted butter into the pudding mix, tip into the tin and then scatter with demerara. Bake for 90 mins until firm and golden, covering with foil if it starts to brown too much. Turn out of the tin and strip off the paper. Cut into squares and serve warm

Marmite and Cheese Whirls

Ingredients

- 75g grated cheese
- 375g Ready rolled puff pastry (chiller cabinet, Sainsbury's)
- 1 beaten egg
- 1½ tsp Marmite
- 1½ tsp soft butter

Method

1. Unwrap and unroll the pastry
2. Grease a large flat baking sheet or tin
3. Warm and mix together the Marmite and butter
4. Set the oven to 200°C fan (gas 7)
5. Brush pastry with the Marmite/butter mix, leaving 1.5cm clear along the top long edge
6. Sprinkle the grated cheese over the Marmite/butter covering
7. Brush the clear long edge with the beaten egg (to seal around)
8. Roll up the long edge (like a Swiss roll), finishing at the beaten egg end
9. Cut into 1.5cm slice (about 18 slices)
10. Place the rounds flat on the baking tray, leaving spaces in between
11. Cook for 15 minutes until risen and golden.



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Canadian Pie

Ingredients

- 1 pack ready rolled shortcrust pastry (chiller cabinet, Sainsbury's)
- 2 oz butter
- 8 oz chopped dried apricots
- 4 oz sultanas
- 2 oz glacé cherries, chopped
- 2 oz pecan or walnuts (optional)
- 2 tsp almond or vanilla essence
- 2 beaten eggs
- 4 oz SR flour
- 4 oz icing sugar (plus 2 oz butter or just cold water to mix)



Method

1. Set oven to 180°C, 160°C fan assisted, Gas 4
2. Grease a Swiss roll tin, approx 15" x 10"
3. Unroll and unwrap the pastry and place in the tin
4. Melt the butter in a large saucepan, then remove from the heat
5. Add the fruit, nuts, essence and eggs and then mix well
6. Add the flour and stir into the mix
7. Spread the mixture evenly over the pastry then bake for 25 minutes
8. When cool, drizzle with icing made with the melted butter or a small amount of cold water

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A testing time for Geoff ...



TR2 Circuit TEST

Geoff Gordon

Having greatly enjoyed the Modena Centro Ore Italian rally in the ex-works Le Mans team development TR2 during the Autumn, in what we call "rally spec"that's full screen, roof, seating and safety cage for two, rally navigational aids, etc. We are now converted back to "race specification" for the circuit season ahead and in particular breaking our Classic Le Mans virginity at the end of June.

"Race spec" involves removal of screen, hood, double roll cage to single, suspension changes and all things 'rally'. Installation of the small aeroscreen and rear view mirror nacelle (as the 1955 LeMans team TR2's had) and set the suspension a little harder.

We now start in earnest our circuit racing honing and tweaking, such as our run at Snetterton on Monday 27 Feb. We hope to culminate in two races of about an hours length ...to stretch the TR and prove systems prior to our 3off races at LeMans Classic over the 24 hour period. The system for the 'Classic' is that our historic cars do not, of course, run the full 24 hrsbut there is 24 hrs of racing! There is a fresh race every hour over 6 classes and we are in class 2or in 'Classic LeMans' speak: 'Plateau 2' for 1950's race cars.

Knowing the car ran perfectly well over the 1,000 miles of the Modena Centro Ore Italian rally, country roads and picturesque town centres, we have now to really push for much harsher conditions using the higher element of the rev rangeliving between 4500 and 7000rpm. Starting at Snetterton with short runs progressing to a full 50 minute run ...and all the time keeping an eye and learning her fuel consumption. We had anticipated using 50ltrs per hour at race speed and as such the tank was made to hold 55 ltrs, giving a 10% contingency.

Pleased to report that all ran well. Certainly found some minor things that need attention and currently in hand but that's exactly why you have these test runs.

More to follow as we progress the road to LeMans. Wish us luck !

Geoff.



TR4 ... all white !

Howard Pryor

You need a project my wife said, I don't need telling twice I thought and of I set to look for my third TR , already lucky enough to own a TR6 and a TR4 (now converted to EFi but thats another story for another day) Red TR4, New white project TR4a and Blue TR6, now that's patriotism for you .

I found an abandoned project around Southampton area , lovely young couple , he was a ship doctor Royal Navy and not sure what her occupation was but apparently she was the welder and very good looking , something like Jennifer Beal in Flashdance , if you don't remember that you are not old enough.

Every component was off the car and boxed in TK Max plastic boxes wrapped in cloth taped up and box numbered and component numbered with a ledger of where all the parts were , what had been restored and what needed replacing , the best way to buy I think .

I remember there were lots of new parts inc a brand new set of SU carbs ,Dash clocks etc and loads of part had been stripped , sand blasted and put away again in wrapped cloth and numbered for the forthcoming restoration .

I hired a van and set off with cash in hand to look at this car and strike a deal , which I did with the appropriate discount for cash of course and so we loaded up and brought it home, that was in October 2013, how time flies.

That was the easy bit , the body turned out to be pretty much unmolested and with all panels removed it was easy to see it was the basis of something that could be very good but then anyone who have carried out any restoration is always wearing the rose coloured glasses initially, the panels were ok but rusty in the usual places so it was time to find a welder restorer .

January 2014 and the car was trailered to the first restorer , price agreed and sat back and waited , cannot save the panels need new panels , panels came from Bastuck , and I waited , and waited until I could wait no longer and retrieved the vehicle and my deposit under threats of court action 2 years later while a certain red TR5 was restored at this same garage and my TR4a was used as a reference to complete that car, you will need to ask our group leader who's car that is now .

Onward to the next restorer , again it sat and sat , no deposit so on to the next restorer suggested by the last one and again it sat and sat and sat a bit longer so then back to the previous restorer , anybody finding this story familiar to their own, you cannot make it up.

So this time the work was started but by now there was some welding to be done so off again it went for new sills to be put on in the correct position and some under bonnet holes to be welded up .

Back to the painters hoping that now work will commence , yes it did to a degree , the underside was painted as was the inside and by the



pictures to a very high standard where in actual fact the pictures did not do justice to the work done .

What can possibly happen now , well it did , the partners had a falling out over a woman and all hell broke loose stopping the work on my car in its tracks .

That situation eventually resolved and the remaining partner carried out the remaining work adjusting the price to suit .

I retrieved the car from the paint fully painted 2 years ago and it has been stored ever since , first victim to a large extension to the house we lived in for 46 years in Barnet including the best garage heated workshop you could possibly want and believing it was our forever home , how wrong can you be , approximately one year later I was instructed we were moving so that has also contributed greatly to not getting on with it .

Now in Hertford Heath and an official Lea Valley member and TR enthusiast for over 50 years I have the hall left to decorate and then all the arrangements are made to restart the restoration of this car to Masters Concours standard , hopefully .

Hope you are still with me and not given up reading my tales of woe I apologise it is not meant to be a poor me story but my story does underline the pitfalls that no matter how much experience you have with restoring cars and how many times that anybody carries out a full restoration of any car and how careful you are at closing your contractors, not just a TR that it is never a straight forward process , I have heard many stories of many people loosing their cars in their entirety chasing up and down the country or buying their own bits back on ebay so I am quite grateful that I am where I am .

Well 10 years later (gosh where has that gone) we are back and with the help of Rob Taylor , serial concours participant with his wife Sue , now retired and judging Concours for the TR Register, Rob and I will resume the restoration to finish when it finishes but we will have fun doing it.

What will happen to it when finished , well I have two other TR's as previously mentioned this will be two too many given my age and will be sold after gaining some providence in the Concours halls which should hopefully attest to the very high standard of the work done, I could be persuaded to sell the car now and finish the restoration as a commission so if you are interested please get in touch , needless to say high quality work commands higher prices and this will be a stunner .

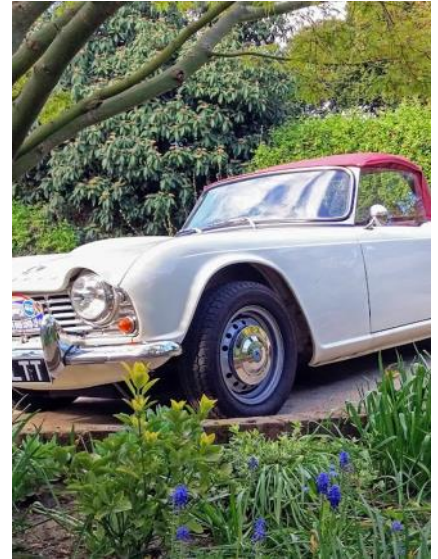
TRavel safe and have fun .

Howard .



5,000 coastal miles in a TR4

Graham Teeson



I want to give you an update regarding the trip however, I thought before I do that, I would show you some of the company cars I've had, as mentioned in my article last month.

My first company car was my Daytona yellow Ford Escort 1300 GT (picture in the last TRunnion). I had been promoted and the position came with a car. The company I worked for did not have a spare car, so the Chairman arranged the purchase of my car for £800! It was only a few months later that I received a brand-new car. And it was horrible

The 1.7L Morris Ital. I really didn't like it for a number of reasons (too many to mention).

To be fair I will only compare it with a **Morris Marina 1.8HL** that I had for a while and the Marina was a better car in my opinion.



The Ford Cortina Mk4 1.6L. A job change to another company and this brand-new Cortina came with it. I loved it. I thought it beat the Ital hands down in all areas. Another job change gave me an older white Mk4 that drove exactly the same so I was happy with that. The company was based in Runcorn and regular trips to the factory were made.

I received a call from my manager one day, he asked me to collect a Cortina that the Middle East Sales Manager was returning. I arrived at his house to collect it and found that it was a 2.3 litre Cortina Mk4 Ghia! Strangely, I became very busy the next day and I had to delay my regular trip to



Runcorn for 2 or 3 weeks. However, I remember the journey up there didn't take long.

My car came up for change every 2 years and mileage had to be recorded monthly to help keep the mileage to 33000 miles per year. Exit Cortina's and enter a **Vauxhall Cavalier 1.6L**, unfortunately I had no say in the colour scheme. It was the only brown car on the fleet and I wonder if the beige interior was deliberate so that it matched our exhibition trailer? I seemed to be the one towing it more than others. Nice reliable car but the early design seats plus 30K+ miles per year was not good for my back!



I was promoted and that gave me more of a say in what I could have, hence this little rocket ship, complete with a personalised number plate, **Graham Teeson's Maestro!**

MG Maestro 2.0 Litre.

Very quick, practical, comfortable but sadly not reliable. It was back at the Main Dealers every month for at least the first year. I use to joke that the only item that had not failed was the gearbox which I think was made by Honda. When it was running ok It was great.

I'm glad that I had it – possibly because it didn't cost me anything.



Now the trip:

5000 MILES COASTAL TOUR IN A

TRIUMPH TR4 

5000 MILES COASTAL TOUR IN A TRIUMPH TR4



Why am I doing this?

As I've got older (this is my 70th year) like so many, I find that a lot of my friends and family (and I) have had to face various health issues. Some situations are more severe than others however, in every case they always seem to manage their situation and with a 'stiff upper lip', get as much out of life as they possibly can. No matter how difficult their circumstances may be.

So, how can I raise some money for one of the many deserving charities that support people with health issues and what charity do I do it for?

This made me think further. Imagine trying to cope with all of life's challenges and problems we all have to face, without sight. I cannot image what it would be like and I hope I never have to experience it.

On another note, we have always been dog owners because we find that they bring so much to our family. We have a Labrador (our 3rd) and they've all been loyal, loving and very entertaining. She just makes you feel good with her funny ways, even when you are at your lowest ebb.

When I see a **Guide Dog** helping its blind owner navigate a safe way through a town, I know that dog is giving their owner extra special support in addition to their guiding skills. For example, you can't cuddle a Sat Nav, can you? More **Guide Dogs** and a steady supply of them are needed every year and for the future.

So, the conclusion is straight forward. Whilst I can think of many deserving charities that all need support, with all of the above in mind I have chosen to support **Guide Dogs**.

I am relying on the generosity of friends, family and the general public who always come up trumps for a worthy cause. I'm going to drive solo around the coast road of the UK in 25 days. My route is measured at 4940 miles but I expect it will be over 5000 once I have taken a few wrong turns and I'm doing it in a 1962 Triumph TR4.

I have funded the whole trip so that all donations received will go directly to **Guide Dogs**.

I've also signed up to a 'carbon capture/offset' scheme organised by The Federation of British Historic Vehicle Clubs. They have partnered with the Carbon Offset Motoring Tree*V scheme, who are responsible for planting thousands of trees to offset carbon emissions.

Please donate whatever you can to support Guide Dogs. This can be done by going to the **Just Giving** website and search for: **graham-teeson-5000-miles-25-days**

Thank you.

Graham.



COASTAL TOUR IN A TRIUMPH TR4 

Raising funds for: **Guide Dogs**

PLEASE DONATE:



www.justgiving.com/page/graham-teeson-5000-miles-25-days



THANK YOU

The 25 day solo trip is funded by the driver. ALL donations go to Guide Dogs



The above are details of a vinyl sign that will be applied to each door and the boot lid of my TR4

The Just Giving website has now been launched.

A huge THANK YOU to all who have donated already !

Further details of the tour regarding the route and preparation for the trip (it's been epic) will be forwarded to Chris for the next TRunnion.

Thank you again, Graham.

www.justgiving.com/page/graham-teeson-5000-miles-25-days

Club Triumph "Derek Pollock Memorial Rally"

Pierre Miles

Baldock to Potton – c/o CT DPMR (5/3/2023)

Participants in the LVG Whatsapp group should already be able to make sense of the title I've used for this little item. To explain, on March 5 this year Club Triumph held the Derek Pollock 12-car Memorial Rally (DPMR) starting at Baldock services (originally called Radwell services) and ending in Potton at the Old Coach House. The full route was split into 5 sections with unmanned passage controls located along the route. Participants are given route instructions in a variety of different methods with varying degrees of deviousness. Having deciphered the instructions and plotted them onto 1:50,000 Landranger OS maps, all that remains is to drive the route. The organisers have placed code boards along the required route (each board is marked with a single letter or number that crews are required to note down as they pass.) At the end of the drive crews give the organisers their list of noted codes to show they followed the designated route. However, the organisers also place code boards on roads close to the required route in areas where it is most likely that crews will make errors in either defining or driving the route, such that seeing a code board does not mean you're getting it right.

This photo shows some of the 12 crews at the services plotting their routes and getting their last caffeine fix before setting off.

At the end of the driving, the organisers assess the code lists noted by each crew to determine the number of 'fails' achieved (a fail can be missing a code board, noting them in the wrong order, recording a 'wrong route' board, or other misdemeanours eg arriving at a passage control station from the wrong direction, poor driving standards (roving marshals are used), being late at the end, receiving help from the organisers to work out the route. To assist with close results, there are often ancillary questions to be answered, for example: how many Spot Heights does your route cover. The over-riding feature of all these rallies is the absolute necessity to pay close attention to all details, however insignificant they may appear to be.

It should be noted however that the event has no element of racing or timing, eg: no 'regularities' where specific average speeds or arrival times are mandated. The event is completely under the auspices of the MSUK authority, including being held under formal licence. Fast driving just makes it doubly difficult for the navigator to keep track of current position and upcoming turns as well as seeing the code boards.



The above is Tim Hunt's TR, which was not a part of this event! Tim was navigating for Pierre in the TR6 over page. Ed.



Here we are en route, after a level crossing, snapped by Club Triumph Clerk of the Course Dale Barker.

For this DPMR, I had the pleasure of having Tim Hunt as expert navigator while all I had to do was drive the car. On this occasion, one of the other 11 crews participating was our Group Leader Phil Sanford accompanied by Graeme Presswell in Katie, the yellow Dolomite known to us all after Mike Aldridge and Phil ably used it to complete the 2,000 mile Round Britain Reliability Run last year.

Finally, the old Coach House at Pottton served an excellent beef dinner followed by a very tasty apple crumble with custard to round off a grand day out trundling through Bedfordshire lanes.

To answer your question(!), Derek Pollock MBE was the long term Secretary and latterly President of Club Triumph. Very sadly Derek passed away in 2019 following a stroke. In 1990, he instigated the fund raising aspect of the totally unique Round Britain Reliability Run (RBRR) that had been running since 1966, The 50th Anniversary event in 2016 raised in excess of £100,000 for Guide Dogs that funded the RNIB for two assistance dogs from birth through training etc to being allocated to people in need of assistance. The dogs were named Derek and Triumph, with Derek being partnered very recently with a visually impaired gentleman living near Exeter. Since 1990, the RBRR has raised in excess of £800,000 for different charities. In recognition Derek was in 2010 awarded the MBE for Services to Charity. The nominated charity for the 2023 RBRR is The Huntington's Disease Association.

This image shows Derek with his TR4 purchased new in 1963, owned by him for 56 years.

Derek successfully completed the first 14 RBRRs, his last being in 1994. He never used the TR4, considering a two seater too uncomfortable for such an event. Funnily, such a consideration did not prevent him completing eight runs in his original UK RHD TR8! In a tribute to Derek two Club Triumph members actually completed the 2021 RBRR in Derek's beloved TR4



Pierre.



KDB 722 story of a TR3 ...

1970

Hi Chris, I am not sure how interesting you will find my story but here goes It must have been around 1970 when this photo was taken and I was 20 and bought the car from a scrap dealer in Barking, East London for £20.00, in the state you see in the photo. I was there looking for a replacement rear axle and diff for my run around MGA when I saw it....and had always wanted a TR, so I thought now is my chance.

We towed it to my friend Jim's house in Dagenham and started removing panels, when we discovered that the chassis on the drivers side was bent just behind the upstand that supports the top wishbone. With our limited means at that time, a repair would not have been worth the effort as the car was dated and lots of TR4s and TR5s were available at low prices.

I am sure at that time it had solid steel wheels and we were not sure if it was a TR2 or 3, as it had a damaged front grill and another behind. However, it was registered in 1956, which makes it a TR3.

Sadly it had to go, but not sure if I sold it or took it to the breakers yard? In the photo, I am on the left and Jim Patten is to the right. Jim has collected Jaguars all his life and was editor of 'Jaguar World' and written books on E-type restoration.

I finally acquired a red TR4 with Surrey top and overdrive....which gave me faultless service for 15 years until the family came along and it was sold to 2 Germans who drove it back to Germany.

I have never been a member of the TR Register or any other collectors club and stumbled upon the photo following a google search for KDB 722. I have to say it was a shock to see how she was in such good health.

Best regards, Dave Webb .



KDB 722 story of a TR3 ...

1978

Current ownerTony Bannard-Smith takes up the story :-

This is news to me ! I bought the car in a right mess in 1978.

In Old English White with cut off fibreglass front wings, vermillion red interior and black hood. Bought for £500 ...which was a high price then, from friend Greg Strange, one time commentator on Rallycross for independent radio (Radio London ?) He died 5 years ago.

I know nothing about its previous life so what you have discovered will be BIG news to me!

Tony.

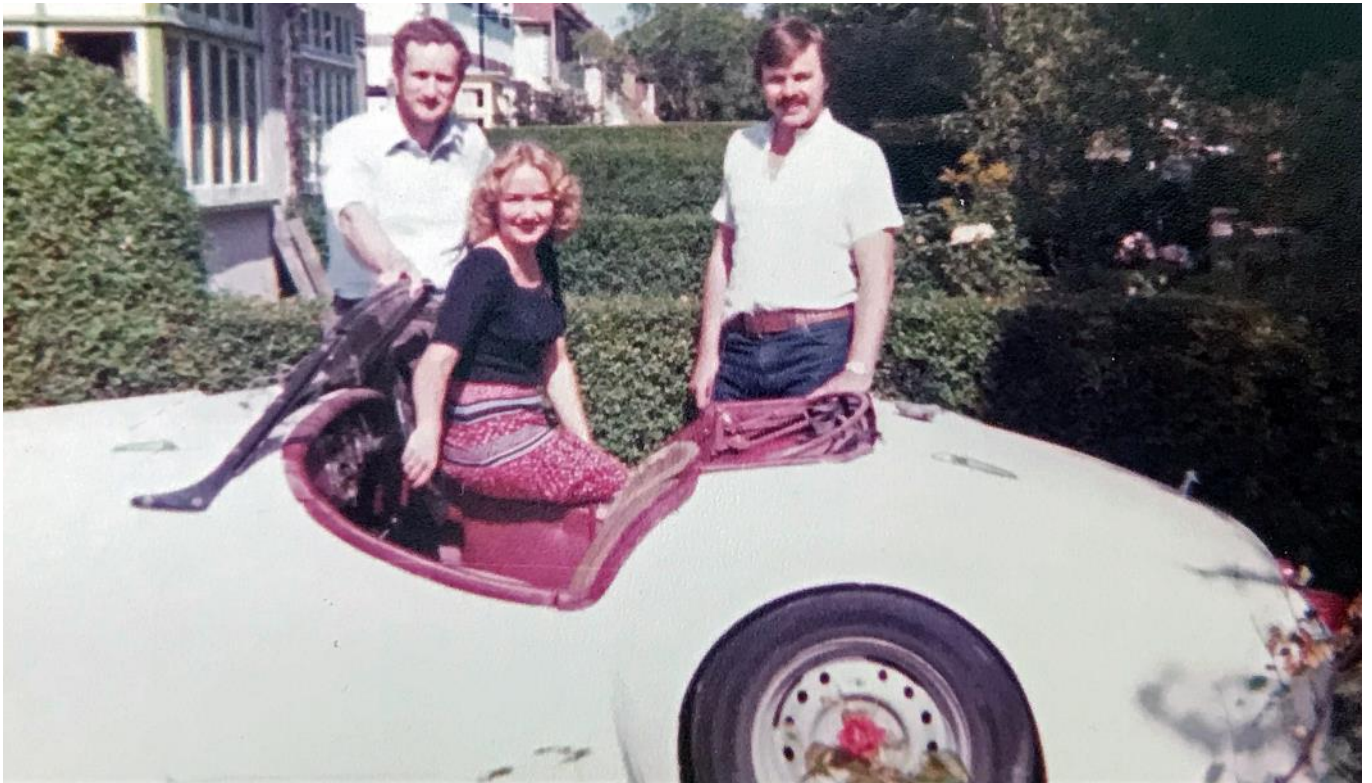
Also note the flared-out rear wheel arches to accommodate the TR4A (wider) axle, doors with handlesand a factory rebuilt TR2 engine.



KDB 722 story of a TR3

1978

KDB 722with moustached Tony, Barbara and her cousin Jonathan from Melbourne



KDB 722 story of a TR3

1980

Body off and cut into 3 pieces. It's much easier without datum points



1984

Seven year restoration to my 'Coffee & Cream' colour scheme. All steel and finished in beige as matched to the original chip by International Paints (Dockers 5992). Barley-brown interior with beige weather gear. Seventy two spoke painted wires from a TR6.



KDB 722 ..the TR3 touring in 2022



Story told in a previous TRunion.

Tony performs major works on the TR3 with the aim of being ready for much touring in 2022





Jan 98 ...FIRST TRUNNION

The TRunnion

TR Register Lea Valley Group

January 1998

Farewell Old Chum

The former Group Newsletter Editor and golf-a-holic Peter Muncer has finally hung up his ball point and retired to work on his handicap. Those of you who know Peter will not be surprised to learn that since being fitted with a new truss he is able to 'hole in one' every time (allegedly).

In future all editions of 'The TRunnion' will be produced by committee, which may account for its somewhat erratic editorial style, but we hope you will bear with us. Please send any article of a technical, anecdotal or scurrilous nature to 'your man in the pits' who will attempt to collate them for distribution. Photographs or slides can be accommodated with our new state-of-the-art post production facility, so if you've always wanted to get into print, or just get your own back on Peter for having to suffer all those terrible puns NOW IS YOUR CHANCE.

O-YEZ O-YEZ O-YEZ O-YEZ O-YEZ!

**YE OLDE GROUP BANQUET
AT**

THE OLD PALACE HATFIELD

**SATURDAY JANUARY 10th
FROM 7PM**

COD PIECES OPTIONAL

**Phone 01438 715703
to book your places**



Nowhere's far in a TR

Group Leader's Line

Did anyone miss my ramblings in the December Newsletter? Well too bad because Phil Jones has kindly volunteered to produce/edit this edition for January but we still desperately need someone to volunteer to take the job on for the coming season. It does not need to be a member of the committee so why

not you!

Following the elections at the Group AGM at the November club night we welcome two new members to our committee; Mark Lucock and Stephen Doe. It was also decided at the AGM that we should discontinue the summer meetings at the Bedford Arms Toddington as for the last couple of seasons the attendance has been down to just a few regulars and on occasions has been down to one. If there was support we could re-start them or even meet at a different pub.

A number of events are planned for the quiet season starting with Ye Group Banquet at Hatfield House on Saturday 10th January 1998. We have had to make a group booking in advance so the places are limited and it will be first come first served.

Deposits to our Treasurer Stuart McRoberts please.

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The Back page

Back in 1970 , most of the TR range were just old cars of the day. A friend of mine had a TR6 as his company car in 1972 (family business, lucky). Yes, it was red with wire wheels ...and although a hardtop came with it, it was never used. I let him drive my Mini 1275 GT and he allowed me to drive his TR6, only once...because I graunched the gears, not as slick as the mini box.

Another TRunnion completeand what I really need is some comment from you, rather than me just typing away to fill this back page. Double figures last month ...10 readers claimed they had "Redit".

Great story about Tony's TR3 which takes me back to my early TR3A driving days from 1975. An everyday car bought for £250.00 ...even though it was for sale at £200. My mate, Paul Hogan lived near to the seller's house and he inspected the car before me. At that moment the phone rang and this person wanted to buy unseen at the advised £200. Paul thought quickly and secured the TR for me at £250. A short time later, I arrived to see the car and the deal was done ! I became good friends with Paul & Sheila Griffiths, whose 8 year old daughter, Kim, called the TR3A "Smiler" because of the wide grill. Paul had owned a TR2 previously. We kept in touch over the years until Paul sadly died and of course I was proud to take "Smiler" to his funeral. A few years later, Sheila died and following the funeral, the wake was at a hotel a few miles away. Swapping places, Pat had a ride in the funeral limo and Kim came with me in "Smiler". We left the others behind and she enjoyed the fresh air spirited drive. I still keep in contact with Kim today, even though it may only be a Christmas Card.

My thoughts on TS2 would be to repair as necessary and then exercise regularly but perhaps reduce the mileage and number of members driving it. An important part of the Club and always a focal point at shows. Having said that, I suppose up to £50,000 for a full restoration could be matched with cutting a couple of "TR actions" per year ?! **NO ...TR action is the focal point for all members ...and in hard PRINT COPY**keep same number as now, advertisers must want this and cover much of the cost.

Wayne and the team who produce "Traction" have brought a humble car club magazine to the level of other classic motoring publications. Not forgetting Steve Redway who did a great job as previous Editor. However, in my view , it is too heavy. IF there is a saving to be made by postal weightthinner high quality paper could be used and a thinner cover. Other magazines maintain quality with reduced weight.

IF you have anything to say, just write in any time (don't wait for deadline date). No stamp required, just email to the TRunnion address and NOT the gmail. Thank you.

Chris.

