



The TRunnion

Broadcasting to Lea Valley Group and the TR world

202304 APRIL





Editorial

It's like a drug; many of us are always checking our mobile phones, including me. Sometimes I wonder if it would be better to have them switched off for a time. Why do I care how many likes TRunnion gets on FB . Letters for the Back Page always welcome.

All the very best to Graham Teeson as he sets off on a mammoth journey in his TR4 ...check out the detail he has put into this. Enjoy the events coming up and hope to see some of you on "Drive -it-Day".

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.trunnion@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

Check our LVG WEBSITE for all you need to know

About, Gallery, Social Scene, Events, Newsletter and Local Happenings !

Just click below to keep yourself updated :-

<https://www.tr-register.co.uk/group/lea-valley>

Click NOW for LVG updates



LVG Events update...

Future Events

As I write this the rain is of biblical proportions, with flooded roads and any thought of getting the TR out, not uppermost in my mind. However, looking at the LVG Events diary for 2023, we are not going to be short of things to do and places to visit with our cars in 2023

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

This month I am not going to highlight specific events coming up, but so you can see what we have planned, added some pretty flyers for you to see elsewhere in TRunnion. Not all events need you to let us know you will be joining us, but some do. We email out to everyone ahead of each event, but your Events Team do ask that we get some response, as so far this year only a hardy few have shown any signs of interest.

We fully accept that the diary list above is quite daunting with the number of Classic Car gatherings coming up, don't let this put you off, as most people tend to do just a few events each year and much depends on the weather. When the sun shines everyone comes out to play and when it doesn't we tend to keep our pride and joy covered up until better weather returns. There are probably only half a dozen times each year where we need to pre book and usually pay a small deposit, with everything else, just turn up on the day (you can still drop us a line to say you might join us?). Hopefully this year we will see lots of you out and about, even if for just one event. LVG has around 120 out of the 6000 TR Register members and although not all have TR's (would you believe some have other classics??), we love to see everyone whatever you drive.

Any questions or suggestions around anything to do with LVG can be addressed to us at

trr.lvg@gmail.com

Mike & Phil 📧

LVG Events





DRIVE IT DAY®

23rd APRIL 2023
LVG go to

**Suggested
Donation
£6 per car**



Buckinghamshire Railway Centre, Station Road, Quainton, Aylesbury, Bucks HP22 4BY

Important we all arrive together

**Meet at either Baldock Services to leave at 9am or
Woburn Car park in Park St, leaving at 9.30am**

**We have dedicated parking within the Centre, who
ask that we stay until at least 3pm.**

**If you are going to join us, let us know at
trr.lvg@gmail.com**

- Full size & miniature steam trains, offering passenger rides
- Working fire engine demonstrations
- Vintage vehicles including cars, vans, bikes and traction engines
- Scotty's Circus Workshop for the children (no extra charge)
- Enjoy our extensive Railway Museum and the model trains
- Model stalls, tools, gifts and Beer Tent
- Plus, our stunning Visitor Centre with gift shop and cafe will be open





Group Leaders' Report

Phil Sanford

The mid-week meeting got off to a good start with our first venue being the Raven pub in Hexton. About 15 folks turned up and had an enjoyable time. The rain did not help with getting TRs out but 3 hardy souls braved the elements plus Graham Howes in his Rover Vitesse. In true TR style it is a red one! Look out for details of the location of our next mid-week meeting in May. Your suggestions of possible venues would be much appreciated.

Earlier in the month I attended the Classic Car Restoration Show at the NEC along with several other LVG members. This is a smaller show than the big one in November but well worth the visit. I came away foot sore and loaded with several items I didn't know I needed, after all what are exhibitions for?

There are lots of events, drives and shows coming up in the next few weeks. On the 16th we will have the regular monthly meeting at the Cock in Broom, don't forget to bring your books along if you want to swap them. The "highlight" of the meeting will be a raffle with lots of lovely prizes, so make sure you have some cash with you, or at least an I.O.U.

Also on the 16th is the TR Register AGM at the British Motor Museum in Gaydon. If you plan to attend or cast a proxy vote please make sure you register via the TRR website.

Hot on the heels of this, on Sunday the 23rd it is our Drive It Day to the Buckinghamshire Railway Centre. There will be two start points, firstly from Baldock Services, leaving promptly at 9am, arriving at the Park Street car park in Woburn at 9.30am where you can also join the run. This makes it easier for you if you live in the Bedford or MK area. We have reserved parking at the Railway Centre, with a suggested donation of at least £6 per car, what a bargain! There is lots to see and do plus unlimited rides on the trains. Please let us know if you are going to join us.

A few days after this Graham Teeson will be setting off on his epic drive named, "Coastal Tour in a TR4, 5000 miles in 25 Days". He will be raising money on behalf of Guide Dogs for the Blind, a very worthy cause. If you would like to donate please visit: <https://www.justgiving.com/page/graham-teeson-5000-miles-25-days> Hopefully Graham will be at our April meeting so you will be able to see his car in all of its sign written glory advertising the drive.

Moving swiftly on, our next big event is the visit to the excellent De Havilland Museum in London Colney on the 18th May. There will be a two-hour guided tour of the aircraft and other exhibits, tea/coffee and biscuits will be included in the price of £20.00 per person. We will also be organising a lunch for those of you who would like one. It is important you let us know if you will be coming as we have to reserve tour guides, book food and pay a deposit. If you come in your TR there will be a photo opportunity in front of the hanger.

On the 28th May we will be having our 50th Anniversary Tour. This will be to the Ramsey Rural Museum and back to the Cock at Broom. About 120 miles in all, with opportunities to stop for refreshment along the way.

Don't forget if you would like to join us for any of the above visits or drives, please let us know by email trr.lvg@gmail.com or phone/text 07919 037321

Please keep an eye on our events calendar which can be found at: <https://www.tr-register.co.uk/group/lea-valley/social-report/2023/03/2238/LVG-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.

Phil





LVG - the dark side

Luke and Jacob show the way in the TR3A ...as LVG TRs depart following a successful Wednesday eve meeting at The Raven, Hexton.

Lighter and warmer nights aheadmaybe see you at the May evening meet?

Nice photos Mike !





Pete Muncer



G'day sports.

Returning from our trip to the colonies, and following a request from our Editor, I can report that the following classic vehicles were observed during our time in NZ and OZ:

- unfortunately just one TR, a red TR2
- three Triumph Stags (one with reg. no. STAG1)
- MGBGT (in same livery as my 4A – cheek!)
- Auntie Rover P4 (in bright yellow – not an original livery methinks)
- one of a group of 1920's Ford Model A's on their way to a gathering (see pic)
- Ford Consul Mk.1
- Lotus 7 (might have been a Caterham)
- Morris Minor
- Borgward Isabella convertible (very rare)
- Morris 1100
- Escort Mk.2
- Holden Premier (looked a bit like a Vauxhall Cresta)
- various Yankee tanks (Mustangs, Ford Falcon, etc.)

Our hire car in NZ was a 4-year-old Toyota Corolla auto – very easy to drive, but fitted with various modern gizmos, the worst of which was an annoying “bleeping” when you did something it didn't like, such as crossing a white line on a corner – satnav was quite useful though when trying to find our accommodations (Air B&B). NZ has a blanket speed limit of 100k / 62mph, which many locals seemed to ignore completely – others would sit behind you and then refuse to pass even when a rare straight section of road was reached (obviously I was sticking religiously to the speed limit). In OZ we stayed with relatives near Brisbane and didn't bother with hiring a car. There were plenty of pickups around (or “utes” I believe is the correct terminology), fitted with rorty V8's – kept thinking we had strayed into NASCAR country.

Long distance air travel can be fairly tedious, so inevitably I resorted to watching some in-flight movies – “Ford v. Ferrari” and “Top Gun Maverick” are typical Hollywood dramas, although the racing and flying sequences are brilliant. In contrast, a couple of documentary-style films were fascinating in a different way – “McLaren” and “The Fastest Woman On Earth”. The first is well-known, telling the story of Bruce McLaren and his racing team (I have the DVD at home) - the second is the story of Jessi Combs, who set several world land speed records for women in a jet-powered car. Sadly the subjects of both films are no longer with us, McLaren in 1970 in a crash at Goodwood testing his Can-Am car, and Jessi Combs in 2019 in a crash in the Oregon Desert, just after setting a new record of 522 mph. Speed is intoxicating until it bites back.

Right, back to TR and LVG matters – our illustrious Group Leader has requested feedback (isn't that what you get with microphones and other electrical gadgets?) on various issues, so here goes.

Firstly MOT's – I must report that in recent years (since Cranners-the-Spanners retired), my 4A has not been taken for an MOT – however, now at beginning of the classic season, the car goes in for a service and general inspection at JB Sports. Having heard some stories about cars being failed for all sorts of obscure and irrelevant reasons by MOT centres, I prefer to have an experienced classic car specialist check over the car. Incidentally, I wonder what the MOT checklist is for an electromobile?

If anyone is thinking of converting a TR to battery power (perish the thought), you may have to dig deep for the privilege – apparently new automotive lithium-ion batteries are available now in the U.K. for as little as £23,400 (or £38,400 for the GT version) – I wonder how long they take to recharge?

Secondly on the feedback list, what to do about TS2? I guess the key question is whether a full restoration, estimated at £50,000, should be carried out, and how to fund same. I did drive TS2 briefly last summer when it stayed with LVG on its' tour around the UK, and found it to be a very different experience compared to my 4A – I was somewhat concerned that the car might be involved in an accident even if not my fault. So there is an argument for more limited use of the car, without banishing it to the depths of a museum – maybe a list of "qualified" drivers around the country needs to be set up, to display the car at shows and events.

Thirdly, changes to TR Action magazine. One of the suggestions for raising funds for TS2 restoration is to reduce the number of copies from 8 to 6 per year, which personally I have no problem with. I may disagree with our TRunnion Editor here, but local group newsletters such as TRunnion, the use of WhatsApp and the TRR website, I believe are the principal means nowadays to keep members aware of both local and national events. TR Action has become a very smart looking publication over the years, thanks to the efforts of Wayne Scott and the team, but the inevitable time lapse between deadlines and publication makes items such as Social Scene virtually irrelevant. Wayne is stepping down as Editor in September after 10 years in the role, so a replacement is needed – which makes me ask the question, how long has Editor Chris been producing TRunnion? (and before you ask, no, I am not applying for either job!).

Looking forward to future events, the route survey for the CACCC Springing Up Tour has been carried out recently in preparation for the tour itself on April 28th – we found plenty of interesting roads with some superb scenery in Dorset for the tour – just hoping now for good weather on the day and no last-minute road closures. Before this we have the LVG Drive It Day trip to Quanton on April 23rd – should I start from Baldock Services, or join in at Woburn – decisions, decisions. A couple of days after that, Graham Teeson sets off on his Round Britain marathon drive. Looking further ahead, the route for the CACCC Tibbles Tour on June 25th is now on the map – then in July, there is the Luton Hoo evening, and of course the LVG Shine & Show evening – will I be banished to the back of the TR line-up after missing the 2022 S&S?

Finally this month, the story of a sad Skoda – setting off to Dorset recently, gear selection became increasingly difficult, until we arrived at Fleet Services on the M3 with just 3rd and 4th operating. At this point it was clear that carrying out the tour route survey in such condition was not on, so a very gentle return home was made – inevitably starting from traffic lights in 3rd (especially on a hill) meant that very delicate use of the clutch was required (delicate? me?), accompanied by an aroma of you-know-what. So the campervan was pressed into service for the survey, which at least did prove that if we can get a VW camper down some of the Dorset lanes, classic cars should have no problem. At the time of writing no decision has been made on the Skoda's future, all depending upon the estimated repair costs. Is this an opportunity to go electric? (????!!!!!!*****!!!!!!)

Pete .





LVG Day out - Thursday 18th May



We have arranged a visit to this iconic aviation destination and if you want to join us email : trr.lvg@gmail.com

FULL DETAILS WILL BE DISTRIBUTED ONCE WE HAVE A LIST OF ATTENDEES

Entry cost will be £20pp including designated TR parking and Tea, Coffee & Biscuits on arrival, followed by a 2 hour guided Tour of the museum

Put the postcode AL2 1BU into your sat nav



De Havilland Aircraft Museum,
Salisbury Hall, London Colney
Hertfordshire AL2 1BU



Charity No. 286794

www.dehavillandmuseum.co.uk

How to free a stuck clutch !

This was the subject of my first Consultant's item in the September 2017 edition of Club Triumph's magazine, Club Torque. I make no apology for repeating it for Trunnion, I was actually encouraged to reproduce it by a post I saw recently on the TR Register Forum from a 4A owner whose clutch regularly seized during garage storage. On the most recent occasion he had tried the usual trick of warming up the engine then jacking the rear of the car up, securely supporting it, starting it in gear and jabbing the foot brake with the clutch pedal held down, all to no avail. He then followed my procedure as outlined below and reported that by rocking the crankshaft pulley bolt with a socket on a long wrench the clutch sprang free after about twenty good tugs, as he said 'A very gentle way to free the clutch'. He was grateful to have been saved a lot of fiddling about with risk of potential damage and, possibly, yet again another gearbox removal!

The early 4-cylinder TRs seem prone to the clutch driven plate sticking to the flywheel after a car has been left standing for a prolonged period. This can even happen after quite a short time on an infrequently used car left in damp conditions. The flywheel, clutch disc and pressure plate become firmly seized by rust and no amount of pumping the pedal will encourage the clutch to free.

In over fifty years of ownership this happened on my 4A on five occasions. Some people suggest selecting top gear and pushing the car to and fro with the engine off. This never worked for me but the first time the clutch stuck on my car it did free after I was towed a short distance in gear whilst repeatedly depressing the clutch. Twice I managed to free the clutch without dismantling by first warming up the engine then switching off, engaging first gear with the foot brake hard on and wheels chocked and then starting the engine. The load of starting the engine against the fixed road wheels freed the clutch shortly after the engine fired.

I never liked this method which, although effective, is rather brutal and offended my mechanical sympathies. I looked on the Internet and found some even more brutal methods suggested for freeing a stuck clutch. I gave some thought to the matter and came up with a much more gentle solution. I found no mention of it anywhere and it sounds so simple that it shouldn't work, but trust me, it has worked a treat on my car on the last two occasions and I can thoroughly recommend it so here goes:

First warm up the engine then remove the spark plugs to eliminate engine compression. Engage the handbrake and chock both front and rear wheels firmly. Select a gear and fully depress the clutch by wedging a piece of wood of the right length between the pedal and the end of a seat runner. Fit a socket (1/2 Whitworth 9/16BS on my car) on the bolt securing the fan assembly to the crankshaft. Next simply fit a suitable T-bar on the socket and exert a clockwise turning force. Both times I was able easily to exert sufficient force with just a 12" T-bar to free the flywheel from the clutch driven plate. In more stubborn cases a longer T-bar could be used or a snug fitting length of pipe over a short T-bar for extra torque.

I commend this simple procedure to anyone with a stuck clutch. If you have occasion to try it please let me know how it works for you.

Tim.

Tim Hunt



We officially welcome Tonywho joins the Committee as Archivist. We also acknowledge Brian's work in this role over some years.

Tony's TR3 featured well in the last TRunion and he even gets to be on the front cover this month.

Not only is Tony a wizard with bodywork restoration and engine rebuilds but he is fairly handy with a spray gun.

Introducing :-

Tony Bannard-Smith

Archivist

Following being shown how to service our everyday cars by my father, then helping him dig and build a full-size pit in our garage, my teenage car tweaking became serious with my first car - my Grandfather's 1963 Hillman Minx. In two-tone blue & white and with rusted floors and wings, it became a joy - until I spied a Hillman Imp.... And so began a long line of everyday second hand cars being purchased in a sorry state to be transformed into reliability. I taught myself to weld and paint and traded -up to the dizzy heights of a 3-year-old Ford Cortina 2000E. Selling that vehicle as my first company car came along, began the parallel car ownership phenomena, of restoring an old classic vehicle purely for its challenge.

My first 'body off chassis' restoration was a 1956 Triumph TR3. If in 1979 I had read Roger Williams' Book 'How to Restore Triumph TR2/3/3A, I'd have never started. I apparently broke many of his golden rules, none the less, my rebuilt beige TR3 has never missed a beat in the subsequent 45 years, used come rain or shine.

My love is the journey of restoring a car with all its challenges. Admiring it when completed, even as a concours winner, is pleasing but that doesn't last long for me. The yearn for another project sees the finished articles moved on - for other owners to enjoy - and for me to get stuck into another rusting challenge.

My current stable includes two Triumph TR3s and a 1935 Armstrong Siddeley 17 Hp D back saloon; bought as seen on axle stands from a closing down local museum. Now there's a challenge!





Some of you may have seen the film "Top Gun, Maverick"and interesting to hear that Tom Cruise does fly his own plane in the filma Mustang P51

Best filming without any CGI ...all the actors had to be fully trained as pilots and also cameras were specially adapted to fit each jet aircraft. They did fly jet trainers but not F18s.

Not even T.C was permitted to fly an F18. The navy pilots flew in the more serious action flight scenes.

Probably the last of the real action films ! CGI is realistic enough for most films and likely to keep production costs down.

Soundtrack on this is amazing.

Why am I talking like a film buff ...another TRunnion page filled!





Mike & Christalle are going to Scotland

No we are not emigrating, just having a 3 week TR TouR of the West of Scotland in June this year. One of our School friends (how can that have been 50 years ago??) has a very nice MGB and we are joining them where they live in Yorkshire, before the 2 cars travel up to the Isle of Skye for much Haggis, Wine & Beer. I will look to put a few words down about our experiences for Chris to publish latter in the year, but if anyone else has plans for their TR, why not let Chris know and I am sure a few photos of whatever you do would be great for publication.

The TR5 is only back a week before we set off to Holland, so everything is crossed for a mechanical problem free year.

Mike & Christalle Aldridge

Wayne on Trial



LANDS END TRIAL The mud was so deep, it ripped off the rear bumperand a low-hanging tree broke a lamp pod.

Wayne, Phil and others enjoyed a tough event. More story in "TR action"



5,000 smiles !

Graham Teeson



See over ...and please donate ..

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

In support of



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



THE PLAN

Having established that I have an addiction for driving classic cars, how do I plan a coastal tour of the UK? Following lots of research, planning and thought, I arrived at the following conclusion.

Despite gaining a reasonable amount of driving experience over the years, I should not take anything for granted. If this tour was going to be a success, everything had to be planned meticulously. Distances, journey times, car preparation, equipment (both car & personal items) and cost, all need estimating.

The main deciding factor as to whether I did this trip or not is the cost - can I afford it? Secondly, how long is it going to take? Do I want to commit the time to this trip when there are so many other things requiring my attention? Family events, other car shows and trips and DIY projects around the home to name a few. Time to speak to the boss! She will put me off and give me a lot of common sense reasons as to why I shouldn't do it - won't she? She knows me better than anyone and will point out all my shortcomings (in a supportive way) and then I can put the idea to bed and book the next car show 10 miles down the road.

It was an interesting and brief conversation. I explained my plan, highlighting as many pitfalls as possible. Her response was immediate - "You've got to do this. It's a great idea!" Not quite the response I was expecting but it was the one I needed. So, the planning began.

How far will it be and how long will it take? I laid down some important criteria to stick to, such as:

- Use only A, B and minor roads (no motorways).
- Keep to roads as close to the coastline as possible but no tracks / dirt roads.
- Keep 'dead ends' to a minimum and try not to cover the same road twice, although driving in opposite directions on the same road will sometimes be necessary. Ardnamurchan Point in Scotland, which is the furthest west you can go on the UK mainland, is one such road.
- Visit the furthest points North, South, East and West in England, Scotland & Wales.
- Include the Isle of Skye, the Isle of Anglesey and the Isle of Wight.
- Take photographs at regular stops to show the variation of coastline venues and points of interest.
- Visit the garage in Torquay, Devon where my Triumph TR4 was supplied new in 1962.

I also want to 'see the sights', albeit some places briefly, and then there's shopping, eating and speaking (mainly listening) to someone about the car they or their parents, or grandparents, or uncle owned.

DISTANCE & TIME

My first distance & time plan had averaged close on 300 miles per day with the whole trip completed in just 17 days. But how far can you realistically (and safely) drive in a day? It was time to speak to club members (the ones with the printed t-shirts and the Blue Peter badges for this sort of thing)!

Various members gave various opinions, all of which were based on their different experiences and circumstances. All opinions were very helpful and gratefully received, then factored into my distance & time plan. The one comment that stood out for me was - "Don't get out of the car at the end of the day hating the car. Remember, you are going to have to get back in it the next day". My conclusion: 300 miles a day, every day, for around 3 weeks is not going to work for me. Yes, I know that there are some drivers who specialize in this type of event and they are very good at it. They are also correctly scrutinized and prepared for that type of event. I am driving solo and there isn't going to be anyone looking over my shoulder or signing me in or out of a regular checkpoint. I must make sure that my safety (and the safety of the car) is paramount and that the trip remains an enjoyable experience. This trip is not being organized to break any records. It is not just the drive, it is an opportunity to see places where I have never been before and sort out those that need a leisurely return visit.

A new distance and time plan was drawn up but this one varied the miles from day to day and the stopping periods at certain locations. There are some long days, the longest being 285 miles, however generally they are around 200 miles with plenty of time allowed to drive them. The shortest day is just 49 miles with 2 hours allowed to drive it. Days start between 07.00 and 08.00 and finish between 17.00 and 18.00. There is a distance & time chart for every day, giving individual destinations, mileages and estimated departure and arrival times.

The following is an appraisal of the whole trip, as planned.

DAY	FROM	TO	MILES	HOURS	MINS
Day 1	Hertford	Kessingland	259.59	8	32
Day 2	Kessingland	Hornsea	285.25	9	6
Day 3	Hornsea	Dunbar	252.64	7	56
Day 4.1	Dunbar	North Queensferry	84.66	2	54
Day 4.2	North Queensferry	Lunan	96.83	3	42
Day 5	Lunan	Cromarty	247.31	7	12
Day 6	Cromarty	Thurso	206.87	5	31
Day 7	Thurso	Poolewe	216.45	6	14
Day 8	Poolewe	Dunvegan (Skye)	234.77	7	37
Day 9	Dunvegan	Acharacle	192.14	5	2
Day 10	Acharacle	Lochgilphead	196.52	5	56
Day 11	Lochgilphead	Culzean	167.32	5	17
Day 12.1	Culzean	Sandyhills	156.95	4	5
Day 12.2	Sandyhills	Ravenglass	130.7	3	57
Day 13	Ravenglass	Hesketh Bank	173.6	5	59
Day 14	Hesketh Bank	Pengraig (Anglesey)	162.84	5	34
Day 15	Pengraig	Aberystwyth	208.73	6	46
Day 16	Aberystwyth	St Clears	187.79	7	4
Day 17	St Clears	Alvington	195.31	7	6
Day 18	Alvington	Lynton	173.53	6	2
Day 19.1	Lynton	Boscastle	99.84	3	48
Day 19.2	Boscastle	Sennen Cove	101.04	3	46
Day 20	Sennen Cove	Slapton Sands	155.11	7	34
Day 21	Slapton Sands	Moreton	144.12	6	4
Day 22.1	Moreton	Lymington	48.77	1	57
Day 22.2	Yarmouth (Isle of Wight)	Yarmouth	76.55	3	2
Day 23	Lymington	Timsbury (near Romsey)	44.08	1	38
Day 24	Timsbury	Normans Bay	170.61	7	7
Day 25	Normans Bay	Hertford	270.25	13	30

Total mileage & driving time: 4940.17 miles / 169 hours 58 minutes

ACCOMMODATION

The first option, and possibly the easiest, would be to arrive at a B&B or hotel, shower for dinner, get a good night's sleep in a proper bed and start again immediately after breakfast. With the cost of B&B anything between £60 and £100 a night, sometimes more, it works out expensive. In addition, even at the early stage of planning, the lack of accommodation in the areas I needed was obvious, with some venues already fully booked and the vacant ones wanting £150 per night! For example, let's say the average cost works out at £85 per night and the trip is 24 nights. Then B&B without an evening meal would be £2040. Add an evening meal at £25 per night to that and it's £2640 without turning a wheel! Camping was beginning to look like the only way I could afford to do it.

So I took the decision to camp as apart from the cost as it also gives me the flexibility I need regarding arrival & departure times and meals. And then there is the cost saving of the campsite and self-prepared food. As a member of the Camping & Caravanning Club I have been able to camp at certain locations for less than £10 per night with the most expensive venues no more than £25. But believe it or not, some camp site venues (all those around Dingwall for instance) were fully booked! I decided to camp most of the time but every now and again I'll be in a B&B to allow me the comfort and convenience factor missing from a small tent.

With all the accommodation booked - 19 nights camping (£231.05) and 5 nights B&B (£464.44) - the total accommodation bill for 24 nights is £695.49 which compares well with my original estimate of £2040. If I could have booked campsites every night, then based on the above averages the total cost would have been just £291.85!

FUEL

I have always run my cars on the higher octane E5 fuel. I've only used 95-octane when that is all I can get but then I try to avoid filling up, especially now that it is E10. I have had two fuel line failures (one on the TR4 and the other on the Rover P4) and both were on fuel hose sections that were not ethanol-proof. All hoses have now been changed to ethanol-proof and the carburettors have been rebuilt. I will of course carry on with E5 higher octane fuel but just how available it is going to be in remote locations (Scottish Highlands) remains to be seen. If E10 is all I can get (and bearing in mind I will have to fill up) then Classic Valvemaster fuel additive will be used. I don't think that E10 will cause too many problems as I am not going to be using it continuously.

So how much is it going to cost? Very roughly: 5000 miles @ 30 miles per gallon = 167 gallons. E5 is currently £1.68 per litre / £7.63 per gallon, so 167 gallons = £1,274.

FBHVC & the Tree-V Carbon Offset scheme

I do not wish to start a debate regarding climate change or express my views on it. With my decision to raise money for Guide Dogs and then to advertise the fact with signage all over the car, I thought it possible that a genuine conscientious environmentalist might decline to donate based solely on the fact that I was using fossil fuel to complete the trip. However, if they can see that my TR4 is part of a recognized carbon offset scheme they can still donate and have a clear conscience about it. As I belong to two clubs that are signed up to the FBHVC, who in turn are partnered with the Tree V-Carbon Offset scheme, I took the decision that this solo run needs a solo membership complete with stickers for the car. If I meet with any individual expressing criticism regarding the trip and my transport method, I can simply reassure them by pointing to the stickers on the car. If that doesn't work, I can show them the 1958 starting handle from my Rover and tell them the TR4 is clockwork!

CAMPING EQUIPMENT

Camping equipment has to be kept to a minimum due to space in the car and it all has to be user-friendly and quick regarding pitching and de-camping. It also needs to be of a good specification and quality that can cope with inclement weather and continuous use over 25 days. The follow equipment has been purchased:

- Vango Scafell 2-man tent (slightly larger tent is more comfortable)
- Waterproof groundsheet to protect the sewn-in groundsheet of the tent
- Heavy duty tent pegs for hard ground
- Vango camp bed (sleeping off the ground without the aggravation of inflating or deflating)
- Outwell 3-season sleeping bag
- Vango chair (it's important to have somewhere to sit and this folds up amazingly small)
- Two Calor Gas single burner stoves (one spare) with gas canisters
- The minimum amount of cooking and eating utensils plus washing-up bowl
- Torches / lamps

MISCELLANEOUS ITEMS

Large holdall with 7 full changes of clothes, 3 pairs of shoes (2 driving), waterproof coat /jacket, caps
 Camera bag including mono pod
 Dash cam
 2 thermal food bags with supplies covering 7 days
 Drinking water flask
 Thermos flask
 First aid kit
 Various batteries
 Small bag with toiletries and medication
 Trip log including routes, schedules, bookings, confirmations
 2 maps and a spare sat nav
 Compass, notebook & pen
 Saw, axe, shovel (all compact)
 Bin liners & aluminium foil
 Blanket
 Rope

CAR PREPARATION

Spare Parts List

Those marked in Red have recently been fitted.

Engine

Starter motor
Water pump
Oil filter (one fitted – take another)
Complete gasket set including sump & head
Core plug set
Thermostat
Complete hose set

Clutch

Clutch master cylinder (new one fitted – take old one)
Clutch slave cylinder

Brakes

Brake master cylinder
Brake pads (full set fitted)
Brake shoes (full set fitted)

Fuel

Fuel pump & bowl
H6 carburettor service kit (fitted)
H6 carburettor floats (fitted)
1 metre 1/4" fuel hose (ethanol-proof)
1 metre 5/16" fuel hose (ethanol-proof)
Plastic emergency fuel cap
In-line fuel filter (one fitted take another)

Drivetrain & suspension

Heavy duty universal joint
Rear lever link (2)
Front outer wheel bearing (2)
Front inner wheel bearing (2)
Stub axle grease seal

Electrical

Halogen bulbs (3)
Full set of light bulbs (2 of each)
Flasher unit
Ignition switch
Horn relay
Voltage regulator
Fuse box
Indicator switch
Assorted fuses
Dynamo refurbished recently and new fan belt fitted
New battery fitted March 2023
Fan belt (positioned and held in place with cable ties)
Assorted electrical connectors
Assorted lengths and grades of wire
Electrical tape
Windscreen wiper blades (2)
Windscreen wiper arms (2)
Windscreen wiper wheel box (2)
Windscreen wiper rack & tubing

Ignition

Distributor
Distributor cap
Rotor arm (2)
HT leads (full set)
Spark plugs (4 fitted- take 4)
Sports coil
Lumenition spares kit
Points, condenser and fixing screws (back up)

Miscellaneous

Duct tape
Assorted clevis pins & split pins
Assorted self-tapping screws
Assorted jubilee clips
Assorted cable ties
String & elastic bands
Emery cloth and paper
Araldite
Superglue

Fluid & lubricants

5 litres E5 99 octane fuel
Classic Valvemaster Plus
Engine oil
Silicone brake fluid
Distilled water
Radweld
Wellseal (gasket sealant)
Grease
WD 40
3-in-1 oil

Cleaning

Waterless cleaner
Fast Glass cleaner
Tar remover
Microfibre cloths
Elephant bog roll

Tools

4 TR tool rolls (always with the car)
Battery pack (charged up)
1 scissor jack
1 hydraulic jack
Timber block.
2 wheel chocks
Wheel brace
Lock nut key
Spare wheel (inspected and inflated)
Wheel nuts & spacer
Foot pump
2 foam puncture repair aerosols
Warning triangle and sheet
Torches
TR umbrella

SUMMARY OF COSTS

What has this trip cost? The actual costs are the accommodation plus the fuel and the Isle of Wight ferry. The food will be no more than I eat anyway and the camping equipment (which was less than £300) will be reused numerous times. Quite a bit has been spent on the car, however my classic car fund takes a big hit every year at this time as I

like to get them both ready for the coming season. Then there are the car parts I buy for my friend Justin. You all know him? Justin Case. Some items may be returned and others will spend their days in the boot of my TR4 until they are needed.

So, accommodation at £695.49, fuel estimated at £1274 and the Isle of Wight Ferry at £159.50, the estimated grand total for driving my TR4 for 25 days is £2128.99.

UPDATE

The TR has undergone a very meticulous and comprehensive service, as you will see from the parts list above. Following the work carried out during March 2023 it sailed through the MOT test. All that remains is to clean the car and put the original steering wheel back on (it feels better when driving).

How do I fit all the above items into a relatively small Triumph TR4? As pointed out in 'My Driving Addiction' I have gained experience packing small cars for camping and fishing and the TR4 has already been on a 2-week tour to Madrid, albeit not camping. However, I am confident that I can fit all the above equipment in the many small nooks and crannies in a Triumph TR4.

Applying the decals is booked for next Thursday 13th April. It has been cancelled twice (hence no pictures yet) as it took me 10 days to test negative following a bad bout of Covid caught recently. All on the mend now so I will start packing the spares in the car around the fuel tank before I show the car off at the group meeting on the 16th and Drive it Day on the 23rd. Then it's off, on Tuesday 25th April 2023!

Thank you so much for all those who have already donated! See you soon!

Kind regards. GT

Graham.



The Brighter side of a Dove

Jon Marshall

The first motor car (albeit a tricycle) is generally accepted to have been built by Karl Benz in Mannheim in 1865, followed by Daimler and Maybach with the first 4-wheeler the next year. One wonders what these early pioneers would make of today's cars particularly of the changes of the past 50 to 60 years following of the advances in various technologies – materials, manufacturing methods and electronics and the standards of safety and comfort.

I have been thinking about these when considering what modifications to make to my Dove (which most of you will know is TR4 based) to make it more suitable for today's driving conditions. I have on occasions felt uncomfortable driving it. The headlights are abysmal despite being converted to halogen. My first TR bought in 1967 was a 12 month old TR4A with original headlights. It was my everyday car and I drove it day and night – I sometimes wonder how.

Fog lights (front and rear) and reversing lights were available as after-market options for the TR4 and I wanted the Dove to have both. I have managed to buy a pair of "Rival" combined spot/fog lights which were available as options for the Dove. These will, hopefully, solve the visibility problem. According to Bill Piggot, the TR4 Reversing Light kit included a pair of lights whereas the kit for the TR4A included only one. I believe the Lucas light L661 was the favoured item and I now have a pair of them fitted. Attachment points for seat belts were introduced during TR4 production but drivers were not compelled to wear them until 1983. The first thing I did after buying the 4A in 1967 was to fit a pair.

Windscreen washers, sun vizors and a heater were not considered essential equipment for the TR4 although most cars were ordered with them. Fortunately my Dove had windscreen washers and a heater, but no sun vizors – another essential addition. It was 25 years after the introduction of the TR4 that having hazard warning lights became a requirement. The thought of driving on a so-called "smart" motorway (I call them dumb motorways) terrifies me. Hazard warning lights were another "must". The coupé version of the TR4 with the hard top and fixed rear screen didn't have a heated rear window. At the time only up-market cars had one – though an anti-mist panel was available. This was an oval plastic sheet with a foam rubber seal around the circumference creating an air gap between the inside of the car and the exterior. This was fine as long as the seal held.

I have a Rear Screen Heater kit which consists of a sheet of clear plastic with a built-in heating element. At present the rear screen is plastic. For some time I have debated trying to replace this with glass and am unsure if, once fitted to the plastic screen, the heater could be removed for fitting to the glass one. The hatch is quite heavy as I found out when lifting the hatch of Gary Scott's Dove – a possible reason for not changing to glass. Gary has fitted a spring to ensure the hatch disengages from the latches when opening it.

External mirrors were optional extras for the TR4 and 4A, another "must" for me. The TR5 had a mirror fitted to the driver's door.

Another feature now fitted are GTR4 badges to the centre of the wheels which are TR6. These are purely cosmetic but I like the effect.

Jon.



YOU could have a photo in LVG 2024 Calendar

**Send your best pics to Phil during
the year, for possible selection**



Great
idea
Paul

Yes Paul , see
you in Monte
Carlo

For Sale ...Roof Rack



Harry Moss traditional roof rack for cars with rain gutters.

Load area approx: 1metre x 0.83m
(39" x 32")

Minimum distance between gutters: 1 metre

This can be increased to about 1.5 metres but load would have to be reduced.

Box damaged.

Offers to **Jon Marshall 07840– 682331**

Bumper Offer !

... still For Sale ...



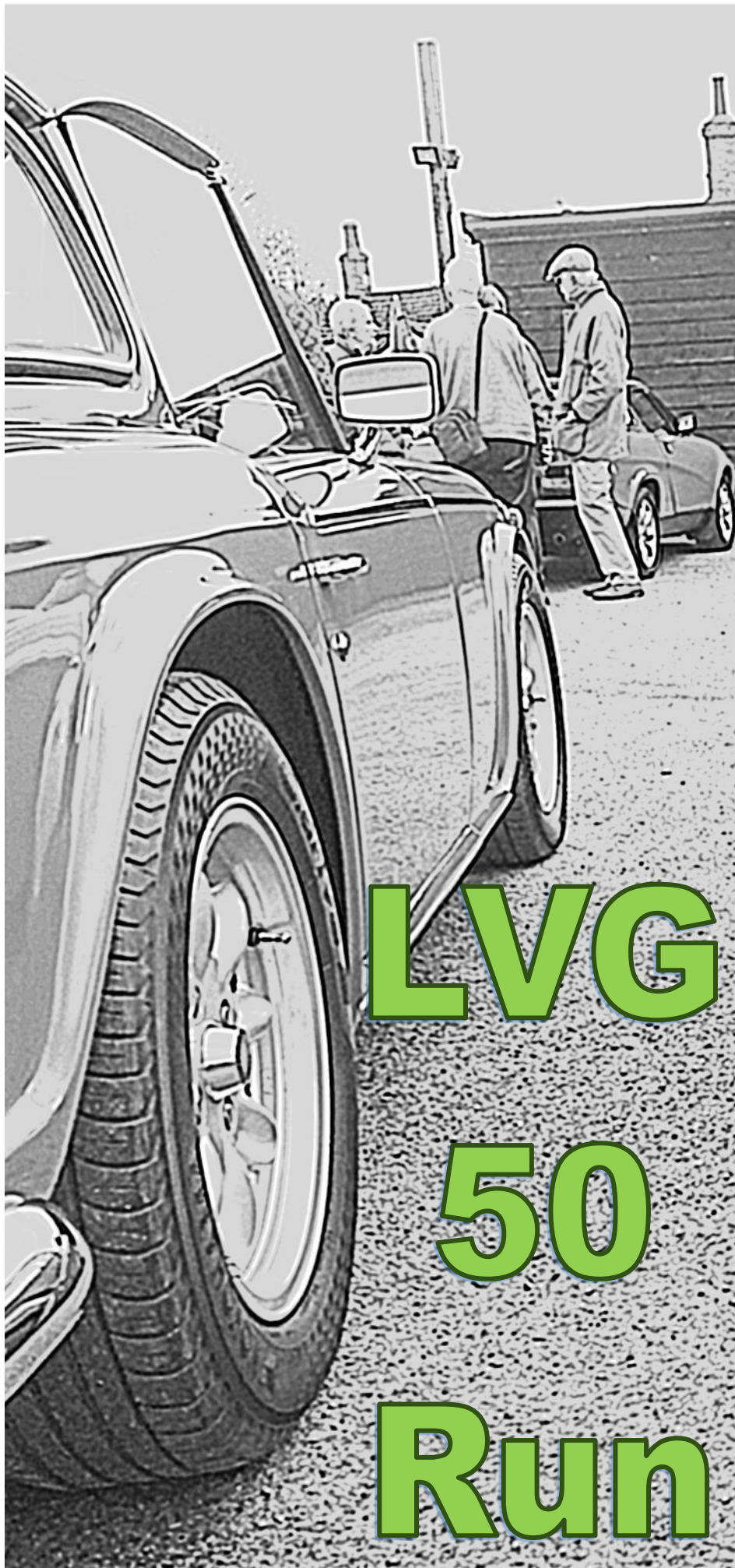
Triumph TR4A Front bumper - Brand NEW chrome over stainless steel with new overrides and new bolts.

Still in original (Rimmers) packaging Offers invited.

TR4A USED rear bumper, dented but will wheel-out. Original rear over riders included. Offers invited

Must clear ... contact TONY Bannard –Smith

Email: tbstr3@gmail.com



**Book Sunday
28 MAY in
your diary ...**

*This 120 mile run
celebrates LVG 50*

*You will have a Road
Book with "Tulip"
diagrams (easy to
navigate). Cars will
depart from the start
at one minute
intervals.*

*There will be a
refreshment stop
plus a visit to a
Fenland Museum.*

*The run will finish at
our HQ, the Cock Inn
at Broom.*

*Further details in due
course.*



The Back page

Ice cream : STOP, dangerous driving!



Pat Elvin (as she was until I met her some years later) can be seen clearly not in control of her car as she approaches the junction with the main garden path. This Austin J40 was green (similar to pic below).

The Austin Junior Car Factory was established in 1949, at Bargoed in South Wales. The government funded the project for the employment of disabled coal miners. More than 32,000 Austin Junior (J40) pedal cars were made between 1950 and 1971.

Chris.

