



The TRunnion

Broadcasting to Lea Valley Group and the TR world

202307 JULY



We are continuing the tribute to Brian Chidwick this issue with a letter from Ian Cornish.

Also, whilst searching through some files, I found Brian's story which he wrote in 2018and with Lynda's permission I reproduce it again in this issue. Ed.



Dear Chris,

Thank you - some pleasing tributes to Brian, which brought back happy memories for me. Sad though I am that Brian has gone, I treasure the happy memories of the 50 years when he was alive and very active in the TRR . It was always a pleasure to meet him.

Maddy reminded me that Bryan and Lynda came to my 80th Birthday celebration in Thame in 2019 and they presented me with a most unusual picture of 4VC, which is on my study wall here, and which consists of self-assembly kit! I suspect that Brian designed it.

Attached are a couple of shots taken by me on 25/3/12 at Baldock, when I gave my talk on the Works TR4 Rally Cars. Graham (Robson) came along ...in fact he attended no fewer than 8 of my presentations on the subject ...and all were a long way from Burton Bradstock, his home on the Dorset coast. To Baldock, Tony Sheach brought 3VC (he was part owner at the time) and Mike North his LNK tribute car (a very useful machine by the way).

Incidentally, Willy Cave came to my talk twice and Stuart Turner oncequite an honour for me to have such distinguished attendees in the audience.

In May 2021, 3VC was sold to a Belgian couple who own a classic car business, Beaulieu Motor, in Floreffe, Belgium. They are enthusiasts who already own VVc288, one of the Army Team in the 1958 Liege Rally.

I felt that the funeral was truly a reflection of Brian, and all the more interesting and unusual for that. I thought that Sarah delivered an excellent appreciation of her beloved Dad, and, in the circumstances, it was not an easy task for her.

It was good to see you and the other LVG members on Monday ...I know that Lynda was very pleased by the turnout.

Best wishes, Ian.



June 2018 Brian Chidwick (Deputy Group Leader)

As a software engineer/configuration manager by profession (now thankfully retired), I have only average mechanical abilities and facilities. I was born and brought up in Dover, spent my student years in Middlesbrough before moving back south and working around London before settling in Hertfordshire. My family never had any motorised transport, so when I bought my first motor-cycle, a 1960 Royal Enfield 250cc Crusader Sports, I had a steep learning curve after a big-end bearing seized. I rebuilt the engine and gearbox on my landlord's driveway in Bromley with just a handbook and minimal tools. At least it worked and ran well after I got it back together but in a strangely prophetic way, was a mobile oil leak.

My first 4-wheeled adventure was a 1956 Standard Super 10, bought from a bomb-site car dealer after haggling the price down to £34. This one not only leaked oil at a prolific rate but also burned it, so I travelled with a good stock of cheap oil in my own smoke screen for many months before investing in a reconditioned engine. Having solved the engine problem, I had to learn about worm-and-peg steering boxes but by then I was renting a house in Beckenham which had a garage with a pit, so I spent many evenings underneath trying to minimise the steering play. Alas, we had to move when the lease was up and the Standard went to the great scrap-yard in the sky as there was nowhere to store it in Balham. Fortunately, despite several attempts to get on the Healey ladder by buying a Frogeye Sprite, I had recently bought my first real Triumph, a 1963 Spitfire 4, joined the Triumph Car Club and Croydon Car Club and got interested in motor sport and did some marshalling at rallies and race meetings.

After being made redundant in 1971, I retreated back to Dover whilst job-hunting but within a couple of months the salty sea air was taking a noticeable toll on the bodywork so the Spit had to go before it dissolved. In the New Year, I started a new job in a new town (Stevenage), so I decided I needed a new (as in actually NEW) car to replace the Spitfire and tried to buy a GT6. Incredibly, whilst most car manufacturers were offering discounts of 10-12% for cash buyers, Triumphs (at least the sports cars) were in such demand that it was impossible to get any discount. Not being keen to pay full price for anything, I started perusing various motoring journals for suitable second-hand cars and decided to go for a little more power with a TR4A. Two attempted purchases fell through at the last minute, the first because the owner had problems with the Webers and the second because the overdrive needed work. Eventually I came across an advert in a local paper for a 1958 TR3A, a model about which I knew nothing. I was still transportless, but I got a friend to drive me out to the wilds of Reed and there it was, resplendent in Ford Aubergine, fibreglass front apron and wings, steel hardtop, nylon seat covers and Axminster carpets. The owner had bought the car for his wife but she found it too difficult to drive, but he certainly could and took me for a good blast around the lanes. For me, this was a life-defining moment - the sounds, smell and ride of an elderly sidescreen TR are like nothing else, especially with the hardtop fitted! Despite it being as far removed from my intended NEW car future, I was hooked and within days I joined the TR Register and the rest is history. I was a founder member of the Lea Valley Group in January 1973 and TR Register 'Spares News' editor from 1983-86.

I used this first TR as everyday transport, run on a shoestring (including a rollered pale blue Hammerite paint job when the Aubergine paint started flaking) and learning a lot about TR maintenance the hard way, until an accident in 1974 due to rear spring hanger failure. By then I also had a 1966 Mk1 (1600) Vitesse, so the TR3A was dismantled pending a rebuild. However, I really couldn't live without a driveable TR and eventually the rebuild project ended-up in storage due to a house move and lack of sufficient garage space, now occupied by a 1965 TR4A. Although I did quite a lot of work on this car, I never really liked the IRS, so in 1977 we bought my current 1960 TR3A and sold the TR4A (for which I don't think my wife, Lynda, has ever really forgiven me!).

Apart from extensive body 'restoration' using the first batches of Cox & Buckles' remanufactured panels, this car was used as regular transport for most of the period up until December 1988, when the crankshaft broke. Despite this, I managed to drive the car several miles home (quite a common

feat, apparently), and there it sat for almost 16 years. Apart from an initial flurry of activity to remove the gearbox, nothing much happened due to a lack of time and money, and also the depressing knowledge that there were a number of other areas of the car which I needed to fix or improve. The saga of the eventual resurrection of this car is told in TRunnions #20111 Jan/Feb 2011) onwards which are available on our website.

During the rebuild, Lynda bought another 1965 TR4A to replace her first love, so we were able to start going to classic car events and more regular attendances at LVG meetings again. The rebuild was completed in 2007 and the TR3A is in regular use all year round as a 'daily driver' as well as for holiday transport and classic car tours, although the TR4A has since moved on to another good home.

At LVG's 2010 AGM, the group found itself without an editor for TRunnion, so like a mug I mentioned my former experience with 'Spares News' and ended up with the job. Worse still, I was then informed that 'Editor' was a committee position and also included communications. Since then we have moved from a couple of primitive websites to an official TR Register website and have our own Facebook page. Chris Glasbey has now taken over as TRunnion Editor, although as Deputy Group Leader I am still responsible for communications, but at least I have a bit more free time to pursue other interests.

I have been banned from buying another motorcycle otherwise I would love to replace any of the three models I have owned, especially the Enfield. The Honda CB400T was a perfect commuting and touring bike and the Triumph T120 Bonneville was just a beautiful looking and performing British bike - although the seat height was rather too high for me! Lack of garage space prevents me having a second classic car but I would be happy to have another Riley 1.5 or Vitesse. Nevertheless, there is more to life than cars and bikes, and I am enjoying more time and fresh air out of the garage with our garden railway (45mm gauge, electric-powered and live steam).

Brian Chidwick (June 2018)



To all of you who attended Brian's funeral on 12 June, thank you from myself, Sarah, Ben and 7 impeccably well-behaved Grandchildren William, Summer, Joshua, Willow-Rose, Sky-Louise, Emi-May and Flora !

Brian would have been impressed with a lovely service, 15 or more TRs in attendance, sunny weather, an enjoyable lunch at The Cock and lots of lovely people !

Thank you,

Lynda.



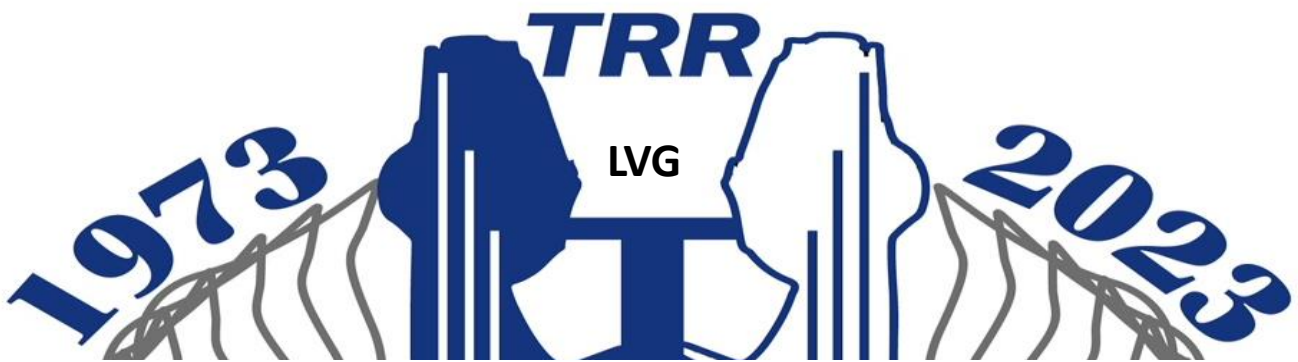
Notes for You

1. *Drive to visit Kelmarsh Hall If doing this, need to contact Phil TODAY !!*
2. *"Shine & Show"be there OK.*
3. *Write to Editorstory or comment?*

What's IN

Just read it all
No time to index

OK ?



DEADLINE DATE ... for articles & photos for next issue is
Wednesday 9 AUGUST

=====

*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.



LVG Committee 2023

GROUP LEADER : Phil Sanford

T: 07919—037321

E: p.sanford051@btinternet.com

TREASURER : Phil Meldrum

E: phil.meldrum@btinternet.com

EVENTS : Mike Aldridge

E: mikealdridge@virginmedia.com

TRUNNION EDITOR : Chris Glasbey

T: 01223-833700

E: chris.trunnioned@btinternet.com

TECHNICAL ADVICE : David Dawson

T : 07785-502830

E : xd.xp@btinternet.com

ARCHIVIST: Tony Bannard-Smith

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.*

Shine & Show time!

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



**The Cock Inn,
Broom**

**Wednesday 19th July 2023
4:30pm to Dusk**

Bring your pre 1985 Classic car to our

Shine & Show



**The Cock Inn,
Broom
SG18 9NA**

**Wednesday 19th July 2023
4:30pm to Dusk**

All pre 1985 Classics Welcome
show staged in large field at rear of pub



Trophies for -

- Best Sports car
- Best Saloon car
- Best TR
- Oldest Vehicle
- Furthest travelled to the show

Grand Prize Raffle

Ride in a plane



Take Off from Nuthampstead (Royston) Air Field
for a 30 Minute Flight for 2 people

£25 M&S Voucher



Grand



Food Hamper

**2 Night stay in a self contained
cottage in Aylsham, Norfolk**

**The Show
The Raffle
Be there !!**



Draw at 7.30pm

Plus more....





Group Leaders' Report

Phil Sanford

July is a big month in the LVG calendar with our Shine & Show taking place on the 19th, if you can bring your TR along and join in the fun it will be much appreciated. I have taken a look at the weather forecast and at the moment it is set to be sunny with temperatures in the low 20's. Fingers crossed it stays that way. As usual the Lend Us A Tenor band will be entertaining you and the BBQ will be in operation. This year's raffle has a host of fantastic prizes on offer including, a flight for two in a light aircraft, a two day stay in an Airbnb in Norfolk, £25.00 M&S voucher, Autoglym products, 2 tonne trolley jack, a food hamper and much more.

We are also hoping to have some very special Triumph cars on display along with Graham Teeson's TR4, back after its epic journey around the coast of mainland Britain and Geoff Gordon's Le Mans TR2. Join us and make this the best Shine & Show yet.

We had 5 TRs attend the recent TRCH@50 weekend in Holland. A fabulous time was had by one and all with about 250 TRs from all over the continent attending, including a strong contingent from the UK. We joined up with Camb Followers for a tour through France and Belgium and into Holland. There was a great party atmosphere to the weekend with the TR Club Holland, which has 1000 members, putting on a packed weekend of tulip tours, live music and displays, all accompanied by wonderful food. If you would like to look at pictures from the show, use the link <https://trch50.nl/en/home-page-gb/> and click on the photo & video tab. There are even pictures of Tony's famous trolley jack coming to the rescue yet again.

The recent meeting in the Walled Garden at Luton Hoo had a smaller attendance than usual, which could be attributed to the unsettled weather but none the less it was a very pleasant evening. The North London Group joined us in parking in the paddock so there was a good show of TRs. Whilst looking around other cars I came across a lovely red TR4 Dove which belongs to Mike Button. Mike has not been to a LVG meeting for some good few years as he has been out of the country but he was pleased to reacquaint himself with the Group and hopefully we will see him at the Shine and Show and other future events.

Talking of future events, we have several coming up that it would be good to see you at. Firstly, Kelmarsh Hall on the 8th August. This is an elegant, 18th-century country house about 5 miles south of Market Harborough. It is a Grade I listed house with award winning gardens and a vivid dahlia collection. Lunch will be available in the Sweet Pea Tea Room. If you would like to come, please let us know as soon as possible.

The 11th – 13 August sees the Triumph TR@70 show at the Bath & West Showground. The premier event organised by the TRR, discount tickets are still available to club members via the TRR website, the discount code is TRR70. There is a "Bring & Buy" stand where you can take along your spares if you want to sell them, a small commission will be charged. Also on offer is a discount to the Haynes Motor Museum

On the 17th August it is the Pirton Classic Vehicle Show on Pirton recreation ground, SG5 3PX, a very friendly informal meeting, a favourite of the LVG. Look out for the LVG banner with our reserved parking. Entry is £5.00 per vehicle and the show starts at 3pm and closes at 8pm.

*In place of our regular Sunday meeting on the 20th August it is our 50th Anniversary BBQ at Ponsbourne Park, SG13 8QT. We really do need to know if you will be coming along to this as obviously the catering has to be sorted. Please get in touch and let us know. *

Keep up to date with all our events via our website <https://www.tr-register.co.uk/group/lea-valley/social-report/2023/03/2238/LVG-Events-Calendar>

Don't forget let us know what trips and events you can attend.

Happy Driving.

Phil



Mike Button's Dove

TR Club Holland 50



Last call to enter



8th August 2023

**WELCOME TO KELMARSH HALL AND GARDENS
NORTHAMPTONSHIRE**



Nestled in rural Northamptonshire, Kelmarsh Hall is an elegant country house surrounded by award winning historic gardens, offering a fabulous day out for the family.



The award winning historic gardens at Kelmarsh are known for their relaxed charm, overflowing borders and a unique historic walled garden with a vivid dahlia collection.

Join us for a leisurely drive to Kelmarsh Hall, followed by Lunch and a wander around the House and Gardens - email trr.lvg@gmail.com if you want to join us

Cost £10pp plus lunch

Email TODAY !!!

....or you may be too late



The Mutterings of Muncer

Pete Muncer



So far this year, we have had good weather for both the CACCC Springing Up Tour in Dorset in April, and the LVG 50th Anniversary Drive at the end of May – could our luck last? Sunday June 25th turned out to be one of the sunniest (i.e. hottest) days of the year, and 22 cars lined up for the start of the traditional one-day CACCC Tibbles Tour, at Aldwickbury G.C. near Harpenden. Following an excellent breakfast at the golf club, the first section was the longest of the day at 57 miles, initially with the route traversing some familiar local lanes, further on via the Woburn Deer Park, before a run up the A5 (avoiding Milton Keynes and its' many roundabouts). The section finished at Stoke Bruerne, by the Grand Union Canal, to watch the narrow boats passing by from one of the canal side pubs.

The second section of 31 miles had needed some re-routing beforehand, as there are extensive roadworks on the A5 near Towcester currently. Your humble route planner therefore resorted to some minor lanes previously used for many years for getting to Silverstone – these were always rather bumpy, but clearly have not been improved by the addition of many potholes – sorry folks! Having survived this, the route then passed by the entrances to Silverstone circuit (which all looked vastly different to my last visit some years ago), before arriving at Claydon House for a break and a cuppa. The last section of 37 miles took us back to Harpenden to our "H.Q." at the Carpenters Arms. However, Sue & I have to admit to cheating a bit here – after all day in a topless TR (the car not us) with 30 degree temperatures, we sneaked home for a shower and change, before returning to the Carps for the usual routine of drinks, F&C supper, raffle to support our chosen charities, and awards presentation (I suspect we were not alone with this approach). The last CACCC tour of the year will be the Falling Down Tour, September 21st-23rd, based at the Knights Hill Hotel, near Kings Lynn in Norfolk – contact John Tarbox (john@tarbox.plus.com) to reserve your entry A.S.A.P.

Variety is the spice of life so goes the saying – this sprang to mind while watching the British Touring Car Championship meeting at Thruxton on the box recently. All the supporting races were one-make events – Minis, Porsche Carreras, Formula 4 single seaters – so no variety of cars – mind you, the sight of Minis four abreast up the straight, then trying to squeeze through the chicane was thoroughly entertaining. Admittedly the Touring Cars featured different manufacturers (Ford, Toyota, Honda, BMW, etc.), although they all look the same to me. I guess I hark back to the days of Ford Galaxies, Jag 3.8's, Lotus Cortinas, BMW 1800's, Minis, Imps, etc. all racing door handle to door handle – maybe my trip to the Oulton Park Gold Cup will bring back the sights and sounds of the 60's.

I thought I had slipped back in time to the 60's after seeing this headline recently - "Ferrari victorious at Le Mans 24-Hour race". Ferrari last won the race as long ago as 1965, with the privately entered 250LM driven by Jochen Rindt and Masten Gregory, after all the works Ferraris and Fords had retired. This year however, the winning 499P Hypercar (whatever that is – see pic) was entered by Ferrari AF Corse, driven by a team of three drivers, none of whom, I regret to say, I had heard of before. Harking back to the old days of course, the top drivers raced in all categories, F1, F2, sports & GT cars, saloon cars, etc. – one of my heroes, Graham Hill, is still the only man to have won Le Mans, Indianapolis and the F1 World Championship. It's a pity that current F1 drivers are just that, F1 only, although Fernando Alonso has won the championship and Le Mans. One last piece of info regarding this year's Le Mans – apparently all 62 cars were running on a sustainable fuel derived, believe it or

not, from vineyard grape skin waste – so logically the more wine we drink, the better for the planet? I'll drink to that!

By the time this issue of TRunnion is published, it will be just a month or so before the dreaded ULEZ is expanded to cover all London boroughs and reach out to the M25 in many places. Our 15-year-old diesel Skoda does not comply with the zone's emission standards (not surprisingly), and therefore would be subject to the daily charge of £12.50 if we use the car in the zone - but the TR is exempt! (as are all vehicles more than 40 years old). Now being a simple soul, I thought the idea was to keep all high-polluting vehicles out of London – so what about all those diesel vans and trucks making their deliveries every day in the zone? Ah, I see, they will contribute a few pennies to line TfL's coffers. Anyway I have no intention of taking the TR into London, and at least the VW camper is compliant if we have a need to enter the zone.

July is going to be a busy month, with Luton Hoo on July 5th and LVG Shine & Show on the 19th. Just after S&S we are off to Somerset to participate in the David Warren Classic Tour, returning home via Gloucestershire to stay with friends overnight. Again just a couple of days break before I am off to Chester (not in the TR) for the Oulton Park Gold Cup classic meeting – my fellow travellers are not racing anoraks, so I am usually required to answer their questions regarding cars, drivers, etc. – if in doubt I can always make it up as I go along (no change there, then).

Walking in to my garage recently, it was obvious that a good clear-out was needed – actually it has been needed for years, but I didn't have the correct "round-tuit" (mine are all AF or Whitworth). Now, I have to admit that several storage shelves are packed with miscellaneous stuff accumulated over many years of classic car ownership – some items don't even relate to the TR – I think there might be some Morris Minor bits there (both Sue and her Mum had Minors in the past). Taking the easy option, I decided to start by disposing of 30-plus years of rally plates. Now I know that many folks decorate their garage walls with these, but mine have been sitting in a cardboard box for years – you can guess what happened next - when I picked up the box it disintegrated, and scores of plates covered the floor – that's it, to the bin. Ah, I hear you say, but what about all the cherished memories these plates represent? Well, details of all of our tours and events have been logged into my Brunel Mk.1 Computing Engine, and the recent LVG 50 Tour clocked up event no. 115 – the first was the Haynes 2-Day Tour back in 1993, in the shared TR6 "Lulu" with the late Stuart McRoberts. Anyway, having walked all the way to the other side of the house to bin the rally plates, I realised that it was a very hot day, and further clearing out activity needed to be deferred (probably for another X years).

Now for a technical discussion (what, from me?) on oil – you know, that stuff you pour into the top of the engine occasionally. For many years of TR ownership, I used the "traditional" oils such as Millers and Penrite, often buying a supply from a certain MG specialist in Baldock, on my way for the car to be serviced at Pete Cranwell's workshop near Guilden Morden. The combined impact of Brexit and Covid caused Pete to close down his U.K. activities (he lives in Normandy), so as I have recounted previously, for the last few years JB Sports in Welwyn Garden City have serviced the car. I asked what engine oil they recommended, and Billy Bellinger presented me with a can of Castrol Edge 10W60, which as the technical gurus will know, is a synthetic oil (much loved by BMW M-series engines apparently). As JB use the stuff in their Morgan race cars, including those fitted with TR motors, it seemed it would be able to deal with my gentle pottering about on tours – but I think we need an answer to the question, what oils are used by the LVG community? Are we synthetic or mineral in general? – please send your votes to Oi! Ask the Questions, c/o The Editor.

Browsing the TRR forum a couple of weeks ago, I came across a mention of a certain TR2 which I believe has a direct connection with LVG - OVC 276 was prepared for the Mille Miglia in 1954. For those of you unsure of your motor racing history (or Italian), the Mille Miglia was a 1000-mile road race around Northern Italy (run on very open roads), and in 1955 the race was won by Stirling Moss in a Mercedes 300SLR (see pic) in the record time of just over 10 hours, averaging 99mph, with no relief other than two or three very short stops for fuel and tyres (and no doubt a comfort break). Moss was assisted by Motor Sport magazine's Continental Correspondent, Denis Jenkinson, as his navigator using an early version of pace notes. The race was cancelled after the 1957 event following a fatal crash involving spectators, but still runs today as a touring rally.

To get back to OVC 276, if memory serves me correctly, in the 1990's the car was acquired by none other than Eddie Holden, our Group Leader at the time, who undertook the task of restoring the car to its' 1954 condition. Eventually Eddie sold the car, I believe to a Belgian enthusiast, but I don't know whether it has changed hands again since then. Anyway, last month the car was spotted parked in Stow-on-the-Wold of all places, still with its' Mille Miglia livery and race numbers. I think there is a pic of the car with Eddie in the LVG 50th Anniversary book, although I can't quite read the number plate - maybe our Group Archivist Tony can delve into the LVG records and either confirm or amend my ramblings.

See you next month.

Pete.



What OIL is for you ?

Pete has raised the question of oil choice so I decided to investigate further.

I checked with Darryl at "Racetorations" and nothing has changed. They still use Millers Oils Classic 20W50 ...which is semi-synthetic.

Other oils are available and as long as they all lubricate well, that's fine.

A few years ago the TR6 race engines were producing 200bhp but current development by Racetorations are producing 250 bhp !

I will stick with the oil I know .

I also asked about Spark Plugsand no change there, I will stick with NGK BP6HS-10 for my TR3A.



Chris.

FEATURES AND BENEFITS

- Incorporates modern additive technology with period viscometrics to provide the optimum lubrication characteristics.
 - Suitable for higher mileage applications where oil consumption is a problem as high viscosity helps to reduce oil loss and leakage.
 - The modern technology ensures an oil which will meet up to date specifications along with meeting the 'period' performance requirements.
-

PRODUCT INFORMATION

Classic Pistoneeze 20w50 is a moderate detergent premium SAE 20w50 multigrade mineral engine oil. High quality solvent refined base oils with latest technology performance additives and shear stable viscosity index improver. It is specifically engineered for classic cars incorporating a modern filtration systems. It is formulated with ZDDP (zinc/phosphorus).

Use as received for engine lubrication of primarily pre 1980 vehicles, both petrol and diesel, which were developed on the multigrade oils of their time.



LVG Clothing



**You can now get regalia with the LVG logo.
Below is a selection of items already purchased, but we
have an extensive brochure of similar items
See Phil or Mike to order**



Bring your pre 1985 Classic car to our

Shine & Show



**The Cock Inn,
Broom
SC18 9NA**

**Wednesday 19th July 2023
4:30pm to Dusk**

All pre 1985 Classics Welcome

show staged in large field at rear of pub



Trophies for -

- Best Sports car
- Best Saloon car
- Best TR
- Oldest Vehicle
- Furthest travelled to the show

Serving great beers
straight from the cellar &
tasty food from the BBQ.

***Live Jazz Band
'Lend Us A Tenor'***



enquiries to - trr.lvg@gmail.com



**Free
Entry**

Grand Prize Raffle



Le Mans Classic 2023

Geoff Gordon

The road to Le Mans . The culmination of our latest project ... the long road to restoring to International race standard and returning TR2 PKV373, the 1955 Triumph factory team development car, back to Le Mans where sister race cars PKV374 and 376 finished 14th, 15th and 19th.

PKV373 has been beautifully and painstakingly restored by historic race car specialists RACEWORKS MOTORSPORT.

Opting to run the Synthetic ARAMCO fuel, the engine did not miss a beat and felt really strong.

We ran in Plateaux 2 of 6 Plateaux's at Le Mans Classic, period 1949—1956. The car behaved impeccably, proving quicker than expected and easily outpacing the three other TR2's in Plateaux 2. We qualified 38th from a Plateaux 2 grid of 87 cars. Not bad for first time running at Le Mans. Our data showed our highest speed of 126mph on the Mulsanne and more to come with a diff change and maybe go 'old style' with an overdrive unit.

It was an amazing experience and we can't wait until 2025, the next Le Mans Classic.

Geoff.

Ed's comment: Great result Geoff and team. Must have been high revs at 126mph without overdrive..





Congratulations : Geoff, Sue and team Raceworks Motorsport



***Part 1 of the story will follow shortly in
TRunnion EXTRA ...***

WANTED ...your photos for CALENDAR 2024

BEST TR SCENES WANTED

BEST TR SCENES WANTED