



# The TRunnion

202308 August

## 6th LVG "Shine & Show"







## Editorial

Simply the best of all local classic car meets must be our LVG "Shine & Show", although Roger did have to tell Delboy not to start trading. My favourite car of the show was the racing e-type jaguar ....once raced at Goodwood by Sir Stirling Moss.

We hope you are making the most of your TR summer season , attending events and driving on organised runs ....or just driving. I must admit to mainly driving the TR3A on events or long drives ....but maybe some of you go out for a pint of milk and link it with a 20 mile drive? An early start on a Sunday morning before others have had their breakfast may be the best time for a run ?

As I have said before, I start this editorial without much thought and just carry on until I fill the page, which is now.

*Chris.*

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**DEADLINE DATE ... for articles & photos for next issue is  
Wednesday 6 September**

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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](mailto: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](http://www.tr-register.co.uk)  
TR Forum: [www.tr-register.co.uk/forums](http://www.tr-register.co.uk/forums)

**LVG:** [www.tr-register.co.uk/group/lea-valley](http://www.tr-register.co.uk/group/lea-valley)

**Facebook:** "TR Register Lea Valley Group"  
[www.facebook.com/leavalleyTR](http://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](mailto:trr.lvg@gmail.com)

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# Shine & Show time!

Welcome to the home of LVG ....The 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







## Group Leaders' Report

Phil Sanford

Bursting at the seams, that was this year's Shine and Show, a resounding success. After a rainy start to the day the sun came out and brought the crowds with it. The first cars started arriving at 2.45 despite the official opening time of 4.30, still, better early than late. In fact, a couple of cars had turned up the week before, they had got confused over the date! The only downside of being full was that we had to turn cars away to park on the street, far from ideal, and Mike had the unenviable job of doing so. Apart from that everything went very well. Thank you to all the people that helped on the day, donated raffle prizes, purchased tickets and brought their cars along. Thanks also to all the staff at the Cock who were kept very busy on the night. Out of about 200 classic cars on the field we had over 25 LVG TRs turn up and a few members in their day cars.

Steve Denton did a great job presenting the cups and helping with the raffle prizes. We even had the Bedford Morris Men turn up to round off the evening. From the proceeds of the raffle, we are donating £150.00 to Guide Dogs for the Blind and £150.00 to Huntingdon's Disease Association. These are the charities that Graham Teeson and Luke Searle with Luis Rizzo are fund raising for this year. Graham has almost reached his target and Luke and Luis are about to embark on their fund-raising push.

Our mid-week meetings are continuing, the latest one was at the Jolly Coopers in Wardhedges, due to the inclement weather only one brave soul, Pierre, turned up in his TR the rest of us took the easier option, some might say wimped out! An excellent evening was had by one and all with great conversation and good food. Look out for details of our next mid-week meeting on the 6<sup>th</sup> September.

The August Bank Holiday sees the Knebworth Classic Car Show on the 27<sup>th</sup> and 28<sup>th</sup> August. Booking should be made in advance for the most cost effective price of £4.00 per vehicle, if you enter after 10am it rises to £12.50 per person. Further details can be found at <https://classicmotorevents.com/more-info-knebworth-park/>

In place of our regular Sunday meeting on the 20<sup>th</sup> August it is our 50<sup>th</sup> Anniversary BBQ at Ponsbourne Park, SG13 8QT. If you have not let us know you are coming, please do as soon as possible otherwise we will not have enough food for you.

The classic car season is coming to a close but there is still the opportunity to have ad-hoc trips out, if you have any suggestions let me know and I will see what can be organised. If the weather is good Shuttleworth is always good for a run out. Hopefully we will be blessed with better weather in September. Of course, our regular 3<sup>rd</sup> Sunday meetings will continue as usual and from what I hear on the grape vine the Adult Panto will be on the cards again, if you have not been before you are in for a real treat.

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*







**Shine & Show**  
**2023**





## Shine & Show ..... 19 July 2023

LVG held its 6th Shine & Show at The Cock @ Broom on this warm midweek Summer evening. It was so successful, we had to turn a small number of classics away .....but close to 200 Classic vehicles of all shapes and sizes filled the field behind the pub. Everyone seemed to enjoy the relaxed and informal nature of this free to visit event.

The band played and ice creams and BBQ food consumed, with the pub bar doing a good trade.

Funds raised enabled two charities to benefit: Guide Dogs for the Blind and Huntingdons Disease.

Thank you to everyone who attended.

*Mike & Phil.*







**Phil with Steve Denton (Compere/ Judge)**



**Richard & Jean : Best Saloon car**



**All photos this page : Phil Titchner**



**Rocco : Best TR**

















**The current owner of this special E-type still races the car .....as raced previously by Sir Stirling Moss and Win Percy. Good to see S&S rates equally to Goodwood !**





# E-type ...Raced at Goodwood ..driven to S&S

*This is the info from the auctioneers prior to the current owner purchasing this E-type :-*

a 1965 Jaguar E-Type Series I 4.2 Roadster with a fascinating provenance. Selected as a straight, corrosion-free bodyshell, 1E11338 was entrusted to respected XK and E-Type specialist, the late Jeremy Broad, to be converted into semi-lightweight specification ready for competition use. Jeremy Broad's competition workshop was situated not far from Browns Lane and Broad followed the specification of the two special-order, semi-lightweight cars constructed by Jaguar Works in 1964. Impressed by the success of the 12 full-blown Competition Lightweights built to compete with Ferrari and Aston Martin in International GT competition, two, presumably very persuasive, customers managed to talk the factory into building something very similar for them, a left-hand drive Fixed Head Coupé for a prominent French collector and a Roadster for Sir Robert Ropner (4th Baronet) in County Durham. Interestingly, it's believed that 1E11338 wears the original bonnet from the Ropner car, presumably removed when the car was restored in an age when panel gaps mattered more than originality.

Purchased in 1991 by Manx Motor Racing Club Director, Graham Warwick, and registered in the Isle of Man as 1E MN, Chassis 1E11338 was entered into the 1991 Mountain Challenge, a prestigious event organised to commemorate Britain's greatest road race the Isle of Man Tourist Trophy and the 30th Anniversary of the E-Type, to be piloted by Sir Stirling Moss. Sir Stirling was full of praise for the car, comparing his laps of the TT circuit in the E-Type with his races in earlier years on the Island's British Empire Trophy course, saying "The car was pretty good, but it needs to be damped down a little, made more taught if we were going to try really hard! It handled nicely, behaved quite well, and was comfortable". As a result of Sir Stirling's observations, 1E11338 was then further developed by the legendary Peter Lander of Sigma Engineering in conjunction with marque specialists, Pearson's Engineering, probably the world's most famous preparers of C, D and E-Type Jaguars. Graham then went on to win the Manx Classic sports car event outright in this car.

A decade after Sir Stirling's time with 1E11338, the car was invited to Donington Park to celebrate the 40th Anniversary of the E-Type, this time to be steered by Le Mans and British/World Touring Car star, Win Percy, who reportedly left his D-Type in order to drive the Semi-lightweight. 1E11338 also appeared nationally and internationally including an outing at Jarama in Spain.

The 4.2-litre engine is currently in fast-road tune, with a Sigma head, performance cams and pistons, balanced crank, lightweight flywheel, hi-torque starter, triple Webers, Power-Lock LSD, adjustable shocks, Safety Devices roll-bar, uprated springs, lowered suspension, vented boot, alloy radiator and header tank, internal rear brake access panels, FIA-type foam-filled tank with alloy case and a five-speed gearbox (Jaguar's later Le Mans E-Type lightweights had 5-speed boxes in the 60s).

This unrepeatable E-Type has recently been subject to a thorough mechanical overhaul and sympathetic restoration work which included fresh paint whilst thoughtfully preserving the original 1991 Manx Mountain Challenge decals. The history file includes a wealth of evidence supporting the fascinating provenance including an entry in the Peter Griffiths book '*E-Type Factory and Private Competition Cars*'. More recently, it has been invited to attend a number of prestigious events including the E-Type's 60th Anniversary celebrations and was chosen by the Schwetzingen Palace International Concours 2021 to feature in a series of paintings by artist Mauricio Franco to publicise the event. Further documentation within the history file includes; FIVA identity card issued in 2019, expired FIA papers issued 1998, signed images and correspondence with Win Percy, 1991 Manx Mountain Challenge official programme, correspondence between Graham Warwick and Jeremy Broad, a copy of Classic Jaguar magazine with a full feature titled 'Perfect Pedigree', Invitations to have the E-Type feature at Amelia Island Concours d' Elegance, a copy of 1991 Jaguar drivers magazine with feature, many photos and clippings, race timing paperwork, old registration documents and copies and a wealth of invoices for recent attention.

The car is absolutely on the button, performs well and will continue to turn heads outside the pub, at any classic car event or sat in Parc Ferme after a racing event and, despite its provenance and focused appearance, is remarkably well behaved on the road and docile in traffic.



*.....also seen at Shine & Show .....*



## **Tornado Tempest 435 WNO**

The Tornado Tempest was announced in 1960 and exhibited at the London Racing Car Shows in 1961 and 1962. The Tornado Tempest was an intermediate model which bridged the gap between the Ford side valve based Typhoon and the as yet to be introduced Talisman. The body was basically the same as the Tornado Typhoon ...but the model had a more complex tubular chassis and coil spring front suspension. Power came from the more modern overhead valve 997cc Ford 105E power unit. With a kerb weight of 9 and 3/4 cwt for the two seater and a power output of 39 bhp at 5,000 rpm, the Tornado Tempest performed reasonably well in track conditions.

435 WNO has been owned by Dave Malins since the 1980. He is the fourth registered owner and undertook a comprehensive rebuild before getting it back on the road.

Each of the previous owners added unique modifications during their ownership. The most distinctive was completed in the 1960s when the 'bread van' style fastback was added.

Following its restoration, this car has remained on the road, attending shows and classic car events.











**Pete Muncer**



In last month's Mutterings, I commented on the good weather experienced for tours so far this year – this could have invoked the “commentator's curse” – but although the Luton Hoo Walled Garden gathering on July 5<sup>th</sup> was threatened at times by dark clouds, fortunately there was no rain. Incidentally Peter Maddern, who has been the driving force behind this event for many years (prior to that he was involved with the organisation of Classics on the Common at Harpenden), may make next year's Walled Garden his last (perhaps I should follow Peter's example and think about retiring – next month's Falling Down Tour will be the 40<sup>th</sup> CACCC tour I have route planned over the last 17 years). Anyway it was good to see familiar faces from both LVG and CACCC, at an event catering specifically for classic enthusiasts – our thanks to Peter for his efforts over the years.

Now “Shine & Show” implies that an element of cleaning is involved – so before arriving at The Cock on July 19<sup>th</sup>, I actually washed the TR, although polishing seemed a step too far – anyway there were plenty of other TR's on display with concours level of preparation. The weather once again did not invoke the “commentator's curse”, although the dark clouds still were in attendance – this did not deter folks from coming to the show, as the paddock behind The Cock was filled to capacity with a diverse range of classic vehicles, ranging from Minis up to a Ferret scout car and a Military Police Humvee. Of course an event like this is only possible due to the efforts of the organisers, so thanks go to Phil, Mike and the team of marshals, raffle ticket sellers and all others involved – whenever I looked up Phil was marching purposefully from one end of the paddock to the other – he must have covered miles.

A couple of days break following the Shine & Show evening, and it was time to point the TR to the West (and wet!), for the David Warren Tour on July 23<sup>rd</sup>, starting from Glastonbury Abbey. Actually the run down to Somerset required significantly more mileage (165) than the tour itself (65) – then the day after the tour, another 85 miles up to Gloucestershire, to stay with friends in Fairford, before the final run back home. Now I appreciate that these mileages, to certain LVG members who cover more miles in a month than I do in a year, are hardly worth mentioning – for example, Graham was driving over 250 miles with 11-hour days on his round-Britain jaunt. However, when you get to my age, it's all about enjoyment, rather than just endurance (the Editor may apply his blue pencil at this point). On this trip the enjoyment was increased by breaking our journey on the way to Somerset, and staying overnight at the Pelican Inn at Froxfield, near Hungerford on the A4. As for the DW Tour, this was the first tour in years where I had not done the route planning – and it showed. Actually we did manage to cover most of the route, but not necessarily in the right order.....I think that local knowledge (or the lack of it) counts for a lot down in Somerset. Anyway the 4A ran without fault over the 5-day trip, apart from a brief lapse on to three cylinders after hitting a large puddle on the A361 – yes it was wet!



Having returned from the West, again just a couple of days break before setting off for the Oulton Park Gold Cup classic meeting – but not in the TR – very difficult to fit four elderly gentlemen in a TR (gentlemen?) – so the trusty Skoda GTO was pressed into action. Our base for the weekend was an AirB&B in Chester, actually inside the city walls, and therefore convenient for many hostels and restaurants and with Oulton Park only 30 minutes away. We took an interesting walking tour of the city with a Roman legionnaire in charge – at one point he lead us into a restaurant and down into the cellar – amazing what you find under Pret A Manger – all built on top of Roman foundations.

I could convince my fellow travellers to attend the racing only on the Sunday, but before activity on the track commenced, a walk around the paddock revealed some interesting vehicles – such as an Austin A30 fitted with a 5-litre V8 (see pic), or a Morris Minor similarly equipped – but sadly no racing TR's (although there were some Triumph Dolomite Sprints in the saloon car race). We had a fine view from the Lodge Corner grandstand, especially of the efforts of the vintage sports car drivers wrestling with the wheel as they tried to avoid the gravel trap on the exit – a good day at the races.

Into August, and the LVG 50<sup>th</sup> BBQ on the 20<sup>th</sup> is the next event, at Sankeys Cottage. The day after this we are off to Norfolk in the campervan, to carry out the route survey for the CACCC Falling Down Tour. The start and finish point for the Tour itself, at our hotel near Kings Lynn, is just a few miles from the Sandringham Royal Estate, and we are going to have a few days staying at a campsite on the Estate. The tour route of 125 miles heads east towards The Broads initially, then swings back heading westward along the North Norfolk Coast – all this route requires only 8 pages of road book, whereas I usually need at least 12 pages or more in other areas – there is a good network of B-roads in North Norfolk, which makes route planning easier.

For some time I have been contemplating upgrading the lights on my 4A, with LED's. Browsing the TRR forum recently, I came across a request for help on the subject, where the point was made that in bright sunlight, it is actually harder for other motorists to pick out the original equipment lights (especially indicators or brake lights) fitted on our TR's, than in gloomier autumn conditions. I know some LVG members (including ex-GL Pierre) have gone ahead and fitted LED's – I must get another "round tu'it" and follow suit. Talking with folks at Luton Hoo, it should be a straightforward job simply to switch bulbs (unless any of the technical gurus know to the contrary?) – I am planning to fit LED's for brake & rear lights, indicators, and side lights only – probably not bothering with headlights as I don't drive the TR at night now (I must have used up my "night eyes" on rallies many years ago).

On the technical front, the first of the LVG oil scores are in – currently Mineral 2 / Synthetic 1 – but further input needed from others. Now another question – what tyre pressures do folks use? I realise that this is all dependent upon wheel width, specific tyres fitted, and how much pressing on you do in the twisty bits, so let me start the ball rolling – I run Michelin XZX 165x15 at 28 psi all round on my 4A, which appears to be satisfactory for my purposes.

Well it had to happen I suppose – an electric Triumph! As you may have read on the TRR website, the TR25 (see pic) is a concept car based around BMW i3 mechanical & electrical bits. Apparently the design was inspired by the Jabbeke TR2 with its metal tonneau cover fitted for streamlining purposes – I will leave you to make your own judgement. Now I suppose someone will be rushing to convert a TR2 to battery power – how many HP3's can you get under the bonnet?

Finally this month I have to finish with some more sad news. When I joined LVG back in 1992, Pete & Sandra Bradley were a major part of the Group committee, as Treasurer and Newsletter Editor (can't remember who did what). Over the years we did many tours together, including the 1998 TR Tour of Ireland and the 2001 Northern Spain tour, plus some very entertaining evenings at Great Malvern at the TR International. We last saw Pete at the 50<sup>th</sup> Anniversary meet at the Station Inn at Knebworth in January, where he was his usual cheerful self. However while we were on the DW Tour weekend, we heard from Phil Jones that Pete passed away on July 22<sup>nd</sup> – so regretfully another LVG stalwart is no longer with us. Our condolences go to Sandra and the boys, Jamie & Dan - R.I.P. Pete.

*Pete .*







The TR Registers main event of the year was held last weekend and the LVG managed a fairly healthy turnout of members with at least 10 attending. It was my first time attending what we would have usually termed "The International Weekend" at Shepton Mallet. My previous visits have been to Malvern, Stratford upon Avon and Lincoln so it was a new venue for me. Last year's event was cancelled at the last minute due to a poor take up of ticket sales and this year the numbers were certainly down. That said, it was an enjoyable show with a good turnout of traders and some fantastic cars. The hours spent cleaning and polishing the concours cars would make me go weak at the knees.

On Saturday there were drive outs to the Haynes Motor Museum or a tour of the Mendips. If you stayed on site, you could peruse the various trader's stalls or the autojumble. Lots of spare parts to be had, some even at a bargain price. Some poor person had the misfortune to run into something on the way to the show and had a nasty dent in the front of his car. I saw him drive off later with a car full of panels and spares. I suppose if you were going to have an accident, that was the place to go to. Entertainment during the day was a Carkhana, where you pitted your driving skills over an obstacle course. There was also a dog show and an off-road driving demo.

There were quite a few people camping on site although everyone in the LVG contingent opted for a hotel stay, which in my opinion is the only sensible thing to do.

Sunday was a livelier day with a full schedule of arena events, hosted by the incomparable Wayne. How he manages to keep talking knowledgeably all day is quite something. Early in the morning we had a real success in the Group with Nick Theze's TR5, Tilly, receiving the award "Best in Show, Organisers Choice". A great accolade for Nick for all the hard work he has put in improving the car and making it the car that the organisers would like to take home. We also had Pierre and Jon Marshall making an appearance in the Arena. Jon with his Dove and Pierre with his TR6. Wayne described the 4 Doves that attended the show as a flock, a good collective noun as they are quite rare cars and getting that many together was an achievement.

Thankfully the drive home was a lot easier than the drive there, where we had relied on my sat nav. I have recently updated the maps and it is now convinced that single track roads are the preferred option regardless of any changes I make to the settings!

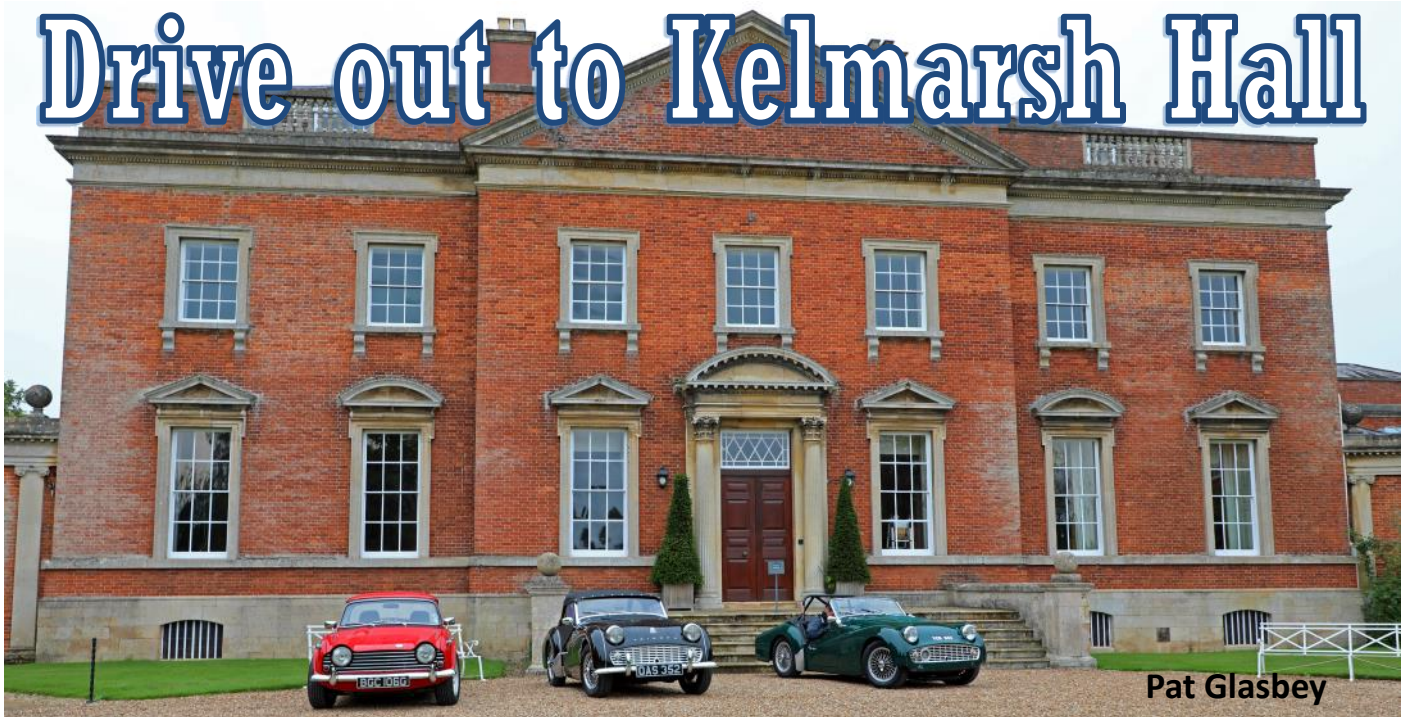
A date for your diary next year is the Inter-Club International to be held at the Three Counties Showground in Malvern on 28<sup>th</sup> – 30<sup>th</sup> June. It will be led by the TRR, MG Car Club and TSSC but feature many other British car clubs. Hopefully we can have a really good turnout from the LVG. No where is far in a TR and Malvern is closer than Shepton Mallet.

*Phil.*





# Drive out to Kelmarsh Hall



In full waterproofs we set off in the TR3A for the meet up at Shuttleworth Collection to join 3 other TR's for the short leg via Old Warden and Cardington to the A421, then A428 to meet up at Olney Sainsburys with the other 2 TRs joining the convoy. We have 2 x TR3As + TR4A, TR5, TR6 and odd to see Pat D's TR7V8 now in the hands of it's new owner Mike.

A lovely route followed on minor roads via Bozeat, Wilby, Mears Ashby, Sywell, Holcott and over Pitsford Reservoir Causeway to join the A508 to Kelmarsh Hall.

We had been given permission to park in front of the house but, unfortunately, workmen and vans had got there first ....so we parked to the side where we were joined by another TR4A and one other modern car.



One of the Trustees gave us a short talk on the steps about the house. Built in 1732 by the Hanbury family, it then passed to the Naylor family in 1864 and then to George Lancaster at the start of the 20<sup>th</sup> Century. He died and his 5 year old son Claude inherited the house ....but the family moved out and rented it to the Trees from 1928 to 1933. Nancy Tree (an American related to the Astors) became famous as an interior designer and became a partner in the firm Colefax & Fowler. She extensively renovated the house and garden and eventually divorced her husband and married Claude. There was nobody to inherit the Hall, so it passed over to a Trust in 1996 ....who continue to manage it as a corporate wedding venue with occasional public open days. They also manage the pedigree herd of British White Cattle, who came as part of the Trust set up requirements.

Our lunch is scheduled for 1.00pm and then we are free to tour the house and gardens. Lunch is served on beautiful vintage crockery and is a choice of quiche or ploughmans.

The house's 10 main bedrooms open to the public are all beautifully decorated by Nancy. The Chinese Room's wallpaper is a particular highlight. After a tour of the main house you can go down to the basement and servants quarters which are enormous, with room after room set up as they would have been ....Butlers, housemaids, bake house, brewery, wine cellar and extensive laundry rooms.





The kitchen is missing , as it is in the part of the house that is rented out as private accommodation.

The gardens are extensive and we met up with the Head Gardener who runs it with 1 full time and 1 part time assistant ...plus volunteers.

It is not a manicured garden and is full of colourful old English borders and roses. The walled garden is enormous and there is a lakeside and woodland walk as well.

It has now started to drizzle, so it's time to leave ....and as the vans have now gone, we are able to take a three car TR photo in front of the house.

Halfway home it begins to pour with rain, so we end up with a very soggy TR. Of the 15 sets of traffic lights we passed through (we came back cross country) only 1 was green, so we got quite wet as well. Chris bailed the car out and by next morning it seems to have dried out quite well as have our waterproofs. This is why we run a stripped out TR, so we can cope with adverse weather conditions. (Eds note: also harks back to the days of Hillclimbing and Sprinting)

A great day out. Thanks to the the organising team.

*Pat.*







**HRCR**

**Tony Matthews Tour**

**Sunday 30 July**

**Pat Glasbey**

Wearing full waterproofs due to the weather forecast predicting rain showers with heavy rain after 6.00pm .....we arrived at the Great British Car Journey (museum) for the start of this tour as car number 3. Following the usual bacon roll, we set off north and straight into the Peak District National Park. We continue on minor roads with Chesterfield to the East and Matlock to the West ....with lovely views to both sides and the heather coming into flower ....to enter the Chatsworth Estate. We continue past Chatsworth House to the coffee stop at Hassop Station Tea Rooms. We have private parking, which is a blessing as simply hundreds of people are here to get on their bikes for the Monsal Trail (along the ex-railway line route).

Refreshed, we head west to the Monsal Head Hotel with it's wonderful views and then north to go down the spectacular Wynnott's Pass into Castleton. The traffic thankfully kept flowing....because the number of walkers, cyclists and cars was unbelievable.

The magnificent scenery continues and we arrive at the David Mellor Design Centre for the lunch stop. I had never heard of this designer and had Googled him before the trip. Wow, talk about prolific! He designed the majority of the Bus Stops in London, most Traffic Lights are still based on his designs, he had a contract for all the overseas embassies for their Tableware and Cutlery. The cutlery factory is still very active on this site and is designed into the round site which previously was a Gasworks. Well worth a visit ....go with deep pockets !!

## David Mellor Street Scene

One of David Mellor's great aims as a designer was to improve the quality of the everyday urban environment.

His modern lighting columns, bus shelters, litter bins and post boxes, bollards and outdoor seating were widely distributed and altered the appearance of the street scene throughout the UK.





My birthday present bought (thanks Chris) ....we set off again, crossing over Eyam Moor and Longstone Moor and into Bakewell ....also totally heaving with people and traffic, for a short tea break at the Bakewell Agricultural Business Centre.

Now turning south from Bakewell onto less touristy roads but still great views via Youlgreave and Wirksworth to return to the Great British Car Journey for a two course meal.

We were really lucky, only had a few very minor showers throughout the day and managed to get back to our overnight accommodation before the rain came.

I managed to communicate with Chris over the noisy sound of the TR3A, to navigate a quite complicated route book ....with many changes of direction (no mistakes) despite my voice still not having returned to full power after surgery. I had to invent a few hand signals as we went along.

Not too many interesting cars on this trip ....too many MG's and MX5's and a few more modern classics. Part of the route we enjoyed a spirited drive behind an MGB with Sunbeam Alpine behind us ...for about 30 miles of minor and 'B' roads. We were lucky to meet tractors in convenient places since some road sections had very few passing places.

Lots of people we didn't know but everybody very sociable and a day we really enjoyed ....despite the busy roads, cyclists, horses, tractors, walkers ....you name it, we saw them.

*Pat.*





# Trailing Arms

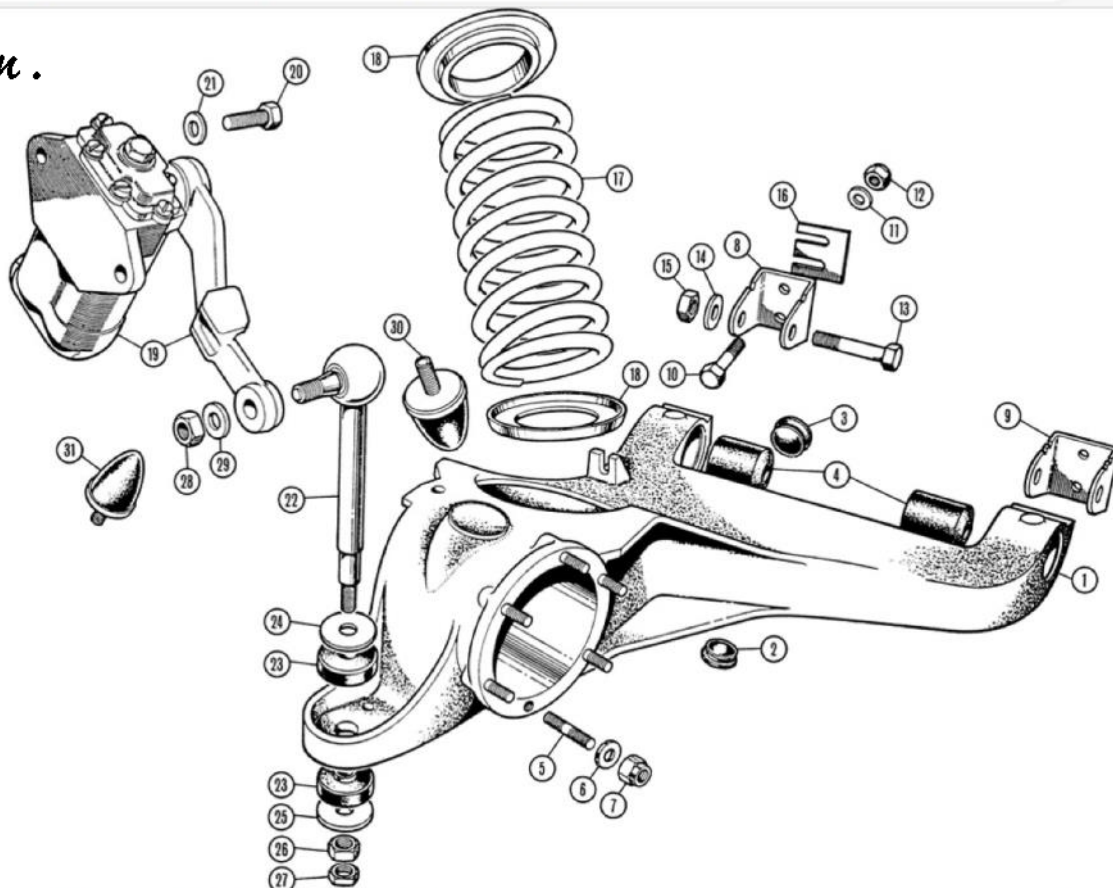
Tim Hunt

## Trailing Arm Modification

Shortly after my father acquired the TR4A in September 1970 I removed the rear drums to clean them out, check the brake shoes and give everything a once over. The rear hubs and brake backplates are secured to the trailing arms by six nyloc nuts on 5/16" UNF studs (items 5 in the illustration). We were fortunate to acquire a factory workshop manual with the car and this specified the tightening torque for the trailing arm to brake back plate and hub as 12-14 lbs ft. On checking the tightness of these nuts I was horrified to find that a few studs on both sides turned in the trailing arms with hardly any effort, the threads having stripped in the relatively soft aluminium. It would have been better engineering practice for Triumph to have used studs with a UNC thread for improved grip in the aluminium and a UNF thread for the nyloc nuts. I spoke to an engineer friend and he told me that I should remove all the studs, drill out the holes and tap them to receive steel Heli-Coil® inserts, which would provide much stronger and more wear resistant threads. I acquired a length of 5/16" high tensile UNF studding, twelve new nyloc nuts and twelve 5/16" x 2D thread inserts, all for the princely sum of £4. My friend lent me his Heli-Coil® thread insert and tang break tools together with the required tap and the correct size tap drill (strangely specified as Letter 'P' or 8.3mm diameter). He also very kindly made me a jig to bolt to the trailing arm, which would ensure all the oversize holes were drilled at 90° to the mounting faces on the trailing arms. I carefully cut the studding into 1.5" lengths, ensuring each time that there was a nut in place that I could remove from each newly cut end to reform the thread. I degreased the studs and secured them with blue Loctite® thread locker.

I have seen it suggested that 3/8" studs would do a better job. This would of course require the holes in the brake back plates and hubs to be enlarged to suit. Alternatively, I have seen one specialist supplier, Classic Driving Developments, offering 3/8" UNC by 5/16" UNF studs. The 3/8" UNC gives a good fix in the trailing arm while the back plate and hub pass over the 5/16" thread without modification. However, I did this job nearly fifty years ago on my car and the studs are still secure. On the odd occasion I have had to remove the hubs the nyloc nuts can be undone without taking the studs out with them and I can re-torque new nylocs to the specified 12-14 lbs ft. It is worth checking these fastenings on any IRS Triumph model.

Tim.





# Time to get Shirty ?



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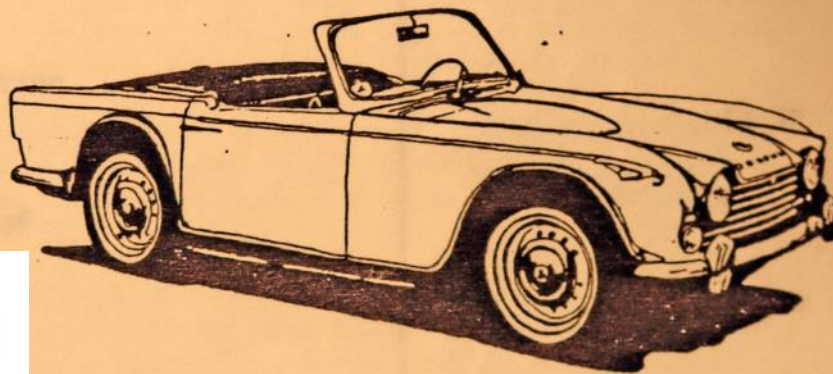


*From the archives ..... October 1986*

## October 86 reports

The A.G.M. proved to be quite interesting, we couldn't find anybody to replace Eddie as Group Leader, so he agreed to look after us until the position could be filled. The rest of the Committee was elected, the names are shown at the front of the Newsletter. It was decided to keep subs at £4 and it was decided that to get all the benefits of the Group i.e. a brilliant Newsletter! Members must pay. Also ideas for future meetings were asked for, any ideas are welcome.

After the excitement of all the voting everybody got down to talking about TR's while the odd drink did pass the lips. Ken and Bob went to work on Eddie to try and convince him to take up Group Leader again - they didn't succeed at the time but watch this space, those two gentlemen? can be very persuasive.



The first meeting of the new Committee was held at the Plume on Sept 17th. All of the new committee were present except Chris Ord who had indicated he would not be prepared to continue as Newsletter Editor. So the jobs were dealt out as follows: Colin - Treasurer (he may be able to syphone off enough for another TR if he stands for another 50 years), Simon - Newsletter Editor (Lark never forgets a conversation), Ken - Events (What is he organising in a brewery) helped by Chris. Bob - Raffles (no not the well known jewel thief), Roy - Attendance (has anybody been to a meeting when Roy wasn't there), John - Sunday meetings, Keith - Odd Events (who better suited) helped by Paul. Note they are after your booking for the Christmas Dinner.

After all jobs had been handed out and comments on the suitability of the people for each post, the discussion moved on to the Christmas Dinner and after exchange of high finance (Keith and Eddie were still passing pound coins to each other after closing time.) We were given more time to find a Group Leader. The



**Your TR photos ....in a scenic background, taken this year. Let's make the LVG Calendar 2024 even better than this years ? Fine quality and landscape probably best, although the example below is both a portrait and a landscape ?!**

**Graham Teeson's story will be told in a series of TRunion EXTRAs**



**Get shooting ! DEADLINE date for you to email your photos : 30 September !**

**BEST TR SCENES WANTED**





### **OIL choices .....**

Mike A. ...writes in to say that he uses Duckhams 20W50 for this TR5 ....and for the latest car in his stable, the TR7V8 he uses the Millers Classic 20W50.

Dear Ed,

I use Valvoline VR1 Racing Oil 20w-50. It is a multi-grade modified mineral oil with a high ZDDP. It is what the engine has been run on since it was rebuilt. It is expensive but shopping around and buying in bulk brings the price down. Although it's one of the most popular engine oils for racing, Valvoline VR1 is also 100% compatible with passenger cars that take 20W-50 lubricant.

Phil .

***E-fuel ....*** Porsche are currently testing e-fuel which is synthetic and produced at a site in Chile. The plant uses wind power to synthesise hydrocarbons (like those in fossil fuels) from gaseous hydrogen and carbon dioxide. Because e-fuel is almost carbon neutral, the EU has given it a temporary exemption from the looming ban on combustion engines. At the moment e-fuel is prohibitively expensive but Porsche predicts that when it's mass produced in about 2026, the price per litre could be on a par with current pump prices ....and because it is equivalent to 98 octane, it could potentially power any petrol car! One warning for British drivers: unlike the EU, the government has so far refused any exemption for e-fuel, which is odd as Brexit was supposed to make the UK less tightly bound by regulations ?!

Dear Ed,

No news is good news, so just keep on writing as you see fit and as long as you don't mention MG's too often nobody should be upset. If anyone has something to say, I am sure that one day they will write to you.

Sad to hear that Wayne is no longer Editor of "TR action" .....salute to him. We have yet to see a picture of the new Editor, as yet we have only been shown his TR

Regards to any reader who has reached this page.

Chris.