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# The TRunnion

202309 September







### Editorial ...

Phil wants your thoughts on the changes to "TR action" . Personally, I think it will be a mistake to cut the Social Scene reports. Providing the publication dates can be more reliable, then the Group Leaders can carry on reporting on events that have happened and project ahead to events coming. I like to read some of the other reports with photos ....and just having an events listing will not make interesting reading. Not many will look at a groups website other than their own ....so keep up the reports in "TR action" please !

Feedback from TRunnion readers ? Smiles positively.

*Chris.*

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# Fine Photo entries for Calendar NOW please

**DEADLINE DATE ... for articles & photos for next issue is  
Wednesday 4 OCTOBER**

=====

*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.lv@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 LVG ....The Cock Inn, Broom. Remember to book in advance for Lunch

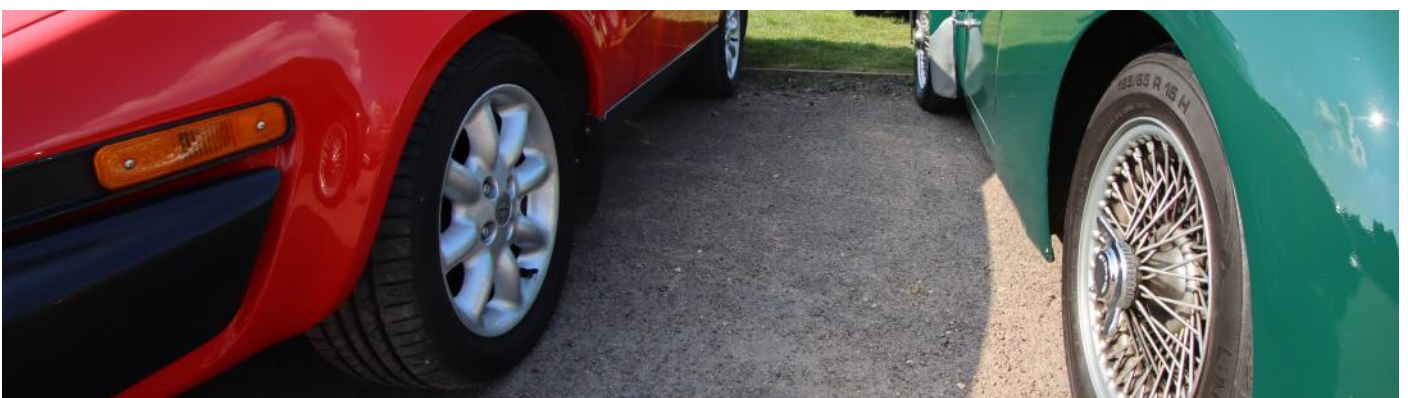
**Check our LVG WEBSITE for all you need to know ....**

**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

### TRunnion Report for September 2023

Hello, I start this month's missive with a request for your help. As you will have seen TR Action has a new editor and, in an effort to reduce costs, the number of issues has been reduced to six per year. Another area that is being looked at is the Social Scene reports from many of the Groups. At the Group Leader's meeting earlier in the year there was a call for this to come to an end as much of the information in there would be covered in the local Group's newsletter. Hence the report is out of date by the time it is published, more so now that the gap between issues is longer and the report has to be submitted at least a month before publication. A suggestion was put forward that the report would become a "list" of events in the months before the next issue. I have been asked to canvas your views on this and let the new editor and the management team know what your opinions are. Please let me know by any of the usual methods as to what you would like to see or perhaps you just want it to remain as it is now. Your opinion counts so please let me know.

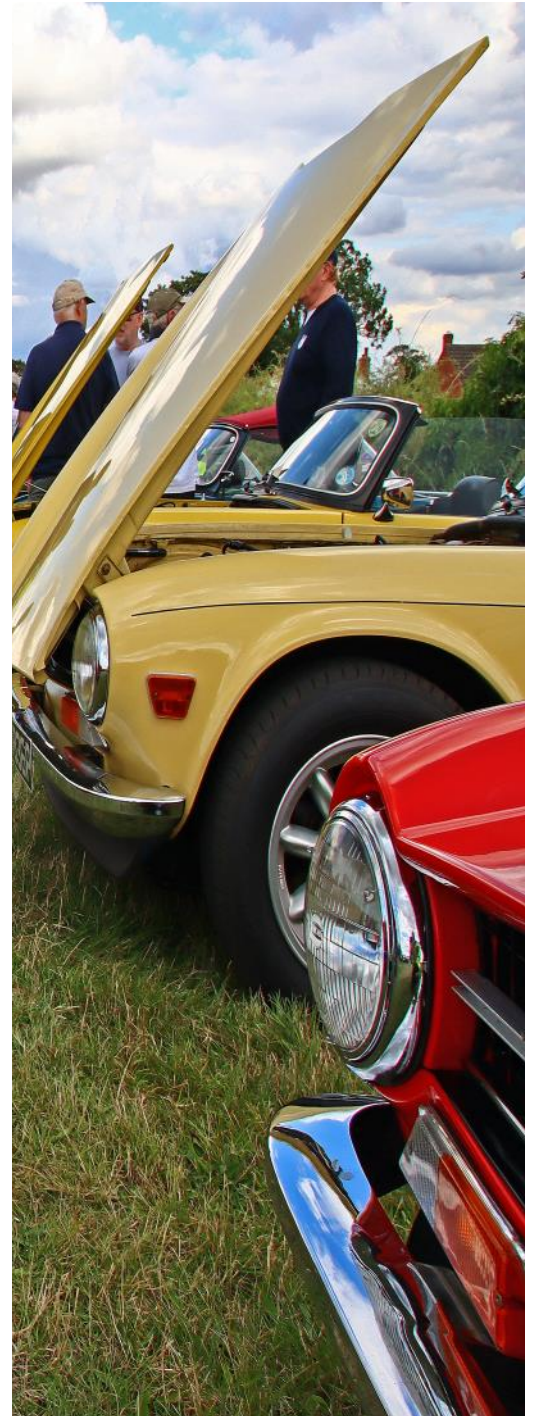
Next year's Inter-Club International in Malvern on the 28<sup>th</sup> to 30<sup>th</sup> June is looking to be a very big event, with so many car clubs taking part, hotel rooms are probably going to be more difficult to find as the date gets nearer. A favourite for the LVG is the Abbey Hotel in Great Malvern and I would strongly advise booking a room as soon as possible, you can book with free cancellation so you have plenty of time to cancel if your plans change. They do single rooms if you are going on your own or if you are happy to share the King or Club rooms can be booked as a twin. If you would like to share, please contact me and I will coordinate the sharing possibilities. Hopefully we can get a good gathering of LVG members together. Don't delay, do it today.

The website for the Abbey is <https://sarova-abbeyhotel.com>

Graham has reached his fund-raising target for his Coastal Drive of the UK and has now, much to his relief, removed all the stickers that covered is TR4. Luke and Luis are about to embark on their fund-raising push for Huntingdon's Disease Association, details of which will appear elsewhere in this edition of TRunnion.

In place of our regular Sunday meeting on the 20<sup>th</sup> August we held our 50<sup>th</sup> Anniversary BBQ at Ponsbourne Park, courtesy of Howard and Loretta Pryor who acted as our host. The day got off to a good start with a Group drive there from Baldock Services taking in some lovely country roads. Howard proved to be an excellent chef and Lorretta gave us a great quiz that tested our memories. This was all rounded off with the card game, Higher or Lower, with Howard filling in for Bruce Forsythe.

November the 10<sup>th</sup> to 12<sup>th</sup> sees the Classic Car Show at the NEC in Birmingham. This is a huge show with over 3000 classic cars to see, 350+ exhibitors and traders, a massive indoor auto-jumble and of course the TR Register stand in Hall 4 stand number 4-450, the club discount code is N23CC162. If anyone is interested in going,





please get in touch and we can organise a car share. Favourite day for many is on the Friday as the crowds are not as big.

The Adult Panto, Beauty and the Big Beast, at the Market Theatre, Hitchin, starts on 24<sup>th</sup> November and runs on Friday and Saturday nights through to the end of December. Tickets sell out fast for this outrageous comedy fest so if you would like to join us, **please get in touch** so we can organise a block booking, if you have not been before you are in for a real treat. There will also be an optional meal afterwards.

Finally, I would like to welcome 2 new members to the Group, Graham Bugler who has recently rebuilt a TR6 (red of course) and Wayne Regan who is yet to re-start the rebuild of his TR6 that he stripped down 18 years ago. He hopes that joining the TRR will re-kindle his enthusiasm to get his spanners out and set to work on it! We look forward to seeing them at a meeting or outing soon. A re-joining member is Paul Lovell who was originally in the Group many years ago, Paul has been to a couple of recent meetings including the BBQ and re-joined at the Shepton Mallet Weekend.

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*



## Last call for LVG Calendar PHOTOS

**We do NOT want these legs to feature**

*Actually, they are disqualified because they were not photographed this year ....*







**Pete Muncer**



Formula Verstappen (or Formula 1 as it used to be known) has had its' 3-week summer break, but no doubt the same old routine will resume for the rest of the season. You can't blame Verstappen and Red Bull for being the best driver/car combination by far currently, but it does get a bit boring – at the time of writing (just after the Dutch G.P.), no other team has won a Grand Prix since the George Russell/Mercedes victory in Brazil at the end of 2022. At the moment, Max lies 5<sup>th</sup> on the all-time list of G.P. winners (46 victories), but there seems little doubt that soon he will overtake both Prost (51) and Vettel (53) with 4 championships each, with only Michael Schumacher (91) and Lewis Hamilton (103) on 7 titles each ahead of him. Clearly Lewis is keen to get title no.8, but maybe time is running out for him at 38 – although Alonso has just celebrated his 42<sup>nd</sup> birthday, and has been in the top 3 several times this year, including 2<sup>nd</sup> in Holland..

Statistics are all very well, but comparing drivers of different eras can be misleading – for example, Fangio back in the 50's only competed in 51 G.P.'s, but he won nearly half of them (24) on his way to his 5 championships. Then in 1963, Jim Clark won 70% of the races (7 out of 10) – so Max will need to win 16 out of 23 races this year for the same percentage (but he had 15 wins last year, and has won 11 already this year, so it seems quite likely that he will). I always think of the 1958 season when talking about points scoring systems and championships – Stirling Moss won 4 races that year to Mike Hawthorn's single win – but Hawthorn was champion (by one point) – never did seem quite right somehow.

Staying with current racing for a moment, while watching the BTCC meeting from Knockhill on the box recently, I came across a class of racing I had not seen before. Legends Cars comprise a body in the style of a 1930's Ford or Chevrolet Coupe built to 5/8 scale, on a chassis fitted with a Yamaha 900cc 3-cylinder engine producing 125 bhp – the cars (see pic) look like something from a 1950's hot rod movie. In the first wet race at Knockhill, their drivers needed their full attention to control the short wheelbase cars on the greasy track.

Right, enough of all that, now back to classic car matters. Unfortunately we had to miss the LVG 50<sup>th</sup> BBQ recently, as we had to reschedule our trip to Norfolk for checking the CACCC Falling Down Tour route, the tour itself now being imminent. For some reason usually there are fewer entrants for this tour than the Springing Up Tour – I have always assumed that folks were keen to get out on the road after the winter – but this year the reverse is true. However it does appear that numbers for tours and events in general are dropping in recent years, which is inevitable I guess – see Paul Hogan's letter in TR Action 346 for some thought-provoking comments on this and associated topics.

30 years ago, with tours such as the Norwich Union and Haynes 2-Day, hundreds of cars were entered (especially for the Norwich Union, with multiple starting points all converging on Silverstone). I have a photo of the 4A taken on our first tour with the car, the 1994 Haynes (see pic), and the rally plate shows number 219 – which means that there were probably 250 cars in the event – I am not sure that these sort of numbers would be possible or even desirable today. Incidentally some may notice that there are a few details on the car which have changed over the years – the original wire wheels were replaced by Minilites, and the reg. number is now a C-suffix plate correct for the year. The pic was taken at Castle Combe circuit, and the tail-down attitude of the car is due entirely to the “press-on” driving style, and nothing whatever to do with the tired rear shockers (see below).

Over the years, some changes in approach have been made to the CACCC tours. The one-day Tibbles Tour has retained its’ original format, with the finish at the Carpenters Arms in Harpenden – the tour is so-called because John Tibble was the landlord at the pub for many years, and although he now lives in Suffolk, he is a regular entrant on this and the other “stay away” tours. John had a Jaguar Mk.2 initially, then saw the light and bought a very smart TR4A – however the passage of years has required something a little more comfortable, so a Hillman Minx convertible is now his classic vehicle.

About 20 years ago, the first CACCC overnight tour took place, with a stop at a Norwich hotel – then 10 years ago, a 2-night format at a hotel was introduced – which gave a chance for folks to explore the local area before the “official” route back to Harpenden the next day. Covid then intervened for a couple of years, but when things got back to normal, the wife of the route planner had the bright idea that the “official” tour route should be around the local area, rather than for the run back home. Now you might think that the route planner himself should have thought of this new approach much earlier.....but I know my place. Anyway, the Falling Down Tour will have 2 nights at the Knights Hill Hotel near Kings Lynn, with a 125-mile route around North Norfolk, before the post-tour dinner at the hotel in the evening, and with folks making their own way home the following day.

Harking back to 30-years-ago mode, September 17<sup>th</sup> is the 30<sup>th</sup> anniversary of the acquisition of my 4A – so maybe I should pour a glass of something bubbly over the bonnet to celebrate – but perhaps not, I would only have to get it cleaned off again before setting off for the Falling Down Tour a few days later. I bought the car from a guy over in Southminster in Essex – Sam had spent 4 years stripping the car down to the bare chassis and doing a complete rebuild and respray (it was white originally), then hardly used it – the year I bought the car I believe it had covered only 20 miles between MOT’s. Living where he did near the sea, Sam’s next project was going to be building a boat. Anyway he did a good job on the TR, and after a few minor teething troubles were sorted out (replacing the crank pulley and tired rear shockers), the car started its’ touring career with me.

Quite early on in my ownership some “standard” modifications were carried out by Pete Cranwell – telescopic rear shockers, thin-belt & alternator conversion, uprated springs, Minilite wheels, etc. After bouncing around Ireland on the 1998 TR Tour, the old original TR seats were replaced by MX5-style seats courtesy of Moss. In 2007 Pete carried out an





engine rebuild, as by then the car had about 120,000 miles on the clock, and a fast road cam and new exhaust fitted - but since then it has been normal servicing until last year, when the driveshaft U/J's cried "enough!", and last winter a new radiator was fitted. On the topic of which oil to use, thus far it seems that I am the only one on synthetics, other users staying strictly mineral.

At this point the question may be asked "how many miles have you done in the car" - so I can report that approx. 67000 miles have been covered in 30 years - but you don't have to be a mathematical genius to calculate that is only about 2200 miles per year (yes I know, Graham did 5000 miles in a month). In my defence, m'lud, I wish to claim that in the early years we were achieving significantly higher mileages, with a number of trips "sur le Continent" to France, Belgium, Holland plus a tiny bit of Germany, Northern Spain, and the Irish tour. However, in recent years rather less miles have been covered, with no foreign trips and just relatively local tours and runs - well, both the car and driver are getting on a bit (don't ask).

Before anyone asks the next question, I will carry on driving the TR while I still enjoy doing so, and that will be for many more years yet I hope. However, I have been asked whether the car will stay in the family when I have finished with it, and that does not seem likely - neither of our daughters are classic enthusiasts, son-in-law Stephen has a 1962 Land Rover, son-in-law Jack is heavily into running (but only half-marathons so far) and rock-climbing, and both have boats moored on the river down in Christchurch. Anyway I would not want anyone to feel that the car is an heirloom to be inherited and looked after - so it will be put up sale when the time comes (I will be happy to receive sealed bids from interested parties at any time).

It was good to see a number of folk from the TR community present at Pete Bradley's funeral recently - Paul Richardson, Phil Titchner, Jon & Diana Marshall, Phil & Sue Jones, Sue & I from LVG, plus Mike Mercer-Deadman, Cat Tunnadine, Ian, Tony from other groups. Many memories of Pete were recalled, including some of his memorable quotes - "waiting a call back" and "can't be arsed". Pete & Sandra's son Jamie has completed restoration of the family Reliant Scimitar, so perhaps it will be seen out on some tours in the future. Son Dan is a keen golfer, playing off a 6 handicap - maybe a match with Dan might be a little one-sided (my handicap is 24) - even getting a shot on every hole I doubt would be enough for me to come out ahead.

As I was writing (if you can call it writing) these Mutterings, an email from the TR Register arrived, announcing that due to rising costs (inevitably), TR Action would be published 6 times/year instead of 8 in future, and that a new editor, Trevor Good, has been appointed. Now I trust that our TRunnion Editor Chris is not contemplating either retiring, or reducing the frequency of this illustrious journal - mind you, that would mean fewer Mutterings (so every cloud has a silver lining etc.).

*Pete .*







Chef Howard welcomes members to the LVG 50 anniversary BBQ.  
For the full story (words and pics by Mike) see LVG website .



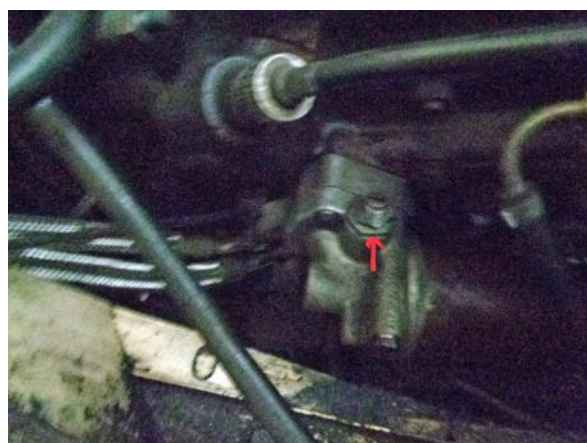


# Two Tips

Tim Hunt

## Clutch Slave Cylinder Stay

The TR2 and early TR3s were originally fitted with Lockheed slave cylinders while later TR3s and the TR4/4A had Girling components. In all cases there should be a stay rod (Moss part no 128043) fitted between the slave cylinder mounting bracket and one of the set screws securing sump to cylinder block, both arrowed. This simple component performs a vital function in stressing the block, rather than the bell housing when the clutch is operated. If the stay is omitted, easily done with failing memory after a long restoration, then the bell housing will take the full force of clutch operation and eventually fail where the two bolts secure the slave cylinder mounting bracket. This will necessitate either some expensive aluminium welding or a new bell housing so it is well worth checking this item is present and securely fixed on your car. The end of the rod has a 5/16" UNF thread and is held to the bracket by a plain nut on one side and a nyloc on the other side allowing correct adjustment.



## Sudden Loss of Oil Pressure

If you ever experience a sudden dramatic drop in oil pressure, not accompanied by any main or big end bearing knock and on checking find that the oil level is normal this problem is most likely due to the oil pressure relief valve being held open by a piece of debris. As a guide a wet liner TR engine with a good oil pump and bearings and using good quality 20w50 oil should have 70psi oil pressure at 2,000 rpm and when hot should show a minimum of 20psi at idle (~700rpm).

The pressure relief valve is located in the oil filter head on the left side of the engine. The PRV assembly consists of a valve body incorporating a seating for a ball normally held on the seating by a spring, held in the valve body by a threaded adjuster. This adjuster is turned clockwise to increase the relief valve opening pressure and anti-clockwise to reduce it. When the adjustment was correct it was set at the factory by a lock nut secured to the PRV body by a piece of lead wire. In 47 years I have never found it necessary to alter the adjustment on my engine.



I don't know the imperial size but you will find that a 27mm socket is a nice snug fit on the flats of the PRV body, arrowed in picture. Remove the complete assembly from the filter head, together with the steel washer that sits between the valve body and the filter head and, having done that, carefully measure its assembled length and make a note of it. Next loosen the lock nut and unscrew the adjuster from the valve body and carefully remove the ball and spring. Clean and dry all the items thoroughly, inspect the ball and if pitted source a replacement. Drop the ball into the valve body and give it a gentle tap with a copper drift and hammer to seat it correctly. Next reassemble in reverse order taking care to tighten the lock nut so as to give the same overall length as measured previously. You will see that a washer sits in a circular recess in the filter head and this is compressed by the washer under the valve body to give an oil tight seal. Remove this washer and check that it is in good, undamaged order before replacing it. Originally a fibre washer was used and many moons ago on my car this broke up and a piece of it got stuck between the PRV ball and its seat, resulting in about 15psi oil pressure at best. I replaced the failed washer with a Viton oil resistant 'O' ring and have had no problem with this seal since.



Replace the valve assembly and fire up the engine. Chances are full correct oil pressure will be restored - no need for an engine rebuild after all!

*Tim.*







# Welland Valley Wander



## Welland Valley Wander & Rutland Roamer 20 August 2023

Pat Glasbey

A dry and mixed picture of sun and cloud takes us up the A14, A1 & A47 to the start venue at Buttercup Tea Rooms near Billesdon. This is an enormous Tea Room with a huge car park (with a 98 car entry, this is ideal) ....serving 3 businesses including a gorgeous pack of very friendly alpacas!

Replete with bacon roll and coffee, we set off at number 11 behind the vintage cars including a very pared down Model T Ford.

The first village we pass through is Tilton-on-the-Hill, one of the highest villages in Leicestershire and have spectacular views ....before passing through the parkland of Lowesby Hall, one of the many mansions we pass on this tour.

Horses and riders feature heavily throughout the day.....a feature of the area known for its hunting.

Continuing on into Rutland, we pass more mansions and go through lovely villages. We also encounter the first of many incorrect interim mileage instructions ....the difference between 0.1 and 1.1 miles being quite considerable!

It is with relief that we arrive at the coffee stop via the fairly shallow ford at Coston.

The stop is in Buckminster at the Silver Apple Farm Shop. Glad we were early runners as the queues for





coffee and the toilets were horrendous by the time we left. If you like bric-a-brac this is the place for you; there was hardly room to walk though the aisles ... there was so much stuff.

The next section continues through rolling countryside, past many mansions and attractive villages to the southern shore of Rutland Water, which is visible occasionally through gaps in the hedgerow.

Our next main sight is two passes under the stupendous Welland Valley Viaduct. At 1275 yards long and 82 arches, it is the longest masonry viaduct in Britain ! We leave Rutland behind and enter Northamptonshire to reach the lunch stop at Deene Park ....another country estate who specialise in weddings. We park up in the parkland and after our picnic lunch by the lake, take a quick walk round the gardens.

Our route now goes through the lovely village of Fotheringhay, where Mary, Queen of Scots, was imprisoned and beheaded. The only part of the castle left is the mound.

Next on the route is the attractive town of Oundle ....quiet today because the famous school is closed for the summer holidays.

The tour continues to the outskirts of Kettering and we again come across interesting interim mileage calculations. The instructions indicate 7 roundabouts to negotiate when, in fact there were 8. Along with many others we followed the instructions at number 7 and quickly realised we were going the wrong way! Eventually we found roundabout 8 and then the finish venue at Sywell Aerodrome for tea and cake.

A grand day out, a good trip home and a 235 mile round trip completed.

*Pat.*





# Calendar PHOTOS wanted

- ♦ **A good resolution**
- ♦ **Taken this year ?**
- ♦ **Send your best JPEGS**
- ♦ **Phil Titchner will be selecting the best for the Calendar 2024**

**Send your photos to Phil**

**\* trr.lvg@gmail.com \***

Just picking up on some of the recent mutterings from our esteemed Route Meister

Yes, I have gone along the LED route over the past couple of years and never regretted it one bit. I started with front and rear side and stop lights, primarily to ensure better visibility of my car to following traffic in wet conditions – a simple lamp replacement in all cases, as Pete was surmising.

After a slightly concerning trip to Norfolk on what was a very bright day, I concluded that on roads subject to heavy shadows from trees, my car was not particularly visible to oncoming traffic and having an aversion to using headlights in daylight, I opted instead to follow the trend to installing daylight running lights. Very straightforward once you have decided on where to fit them to the car in legal positions – yes, there are regulations on their positions. Also it appears to be required that the DRLs are switched off, if side or headlights are switched on. This is very easily accomplished with a single relay or in my case fitting a little black box that came with the DRLs. I cannot overstate the feeling of additional safety that these lights confer – I know I can be seen approaching in all normally expected conditions

Some time later during a wet and dark night drive home, I decided that the headlights also needed attention. I had previously fitted some Osram Nightbreakers that were already a significant improvement on the original lamps, but they were simply not up to modern expectations, so LEDs beckoned. There is a huge array of options now available, offering a range of lamp temperatures (ie colours not heat) that are all plug-in replacements for the standard incandescent lamps, but are also likely to need a small control box (slightly smaller than a packet of cigarettes) that is fitted close to the LED (in my case I fitted them into the same bowl that contained the LED). It was a simple plug in replacement followed only by the need to verify an acceptable alignment. This was easily achieved with the use of a garage door. My efforts were obviously OK as the MoT check a couple of weeks later was passed without any comment being raised.

As an aside, there has been over recent months a lot of discussion on the legality of fitting higher intensity modern lamps to vehicles that were never certified with them by the vehicle manufacturer. Having worked in the world of writing standards, I felt this was quite reasonable. However, a more phlegmatic and common sense approach was subsequently adopted for the MoT test, on the basis that if the beam patterns achieved fell within specified limits, then the fitment is acceptable and would not lead to a test failure. Having said that, the use of some technologies such as HID lamps is permitted only if the vehicle has a working self-levelling capability to cope with differing load conditions.

Now, back to my LED headlights, all was good, until I then decided that these excellent lamps may now make it difficult to see the front indicators, which were still incandescent and behind well weathered 50 year old plastic lenses. So time to buy some orange LEDs and of course, an electronic flasher unit. All easy to install, although it does require half an hour down in the passenger side footwell to exchange flasher units. This upgrade leads neatly on to the final LED addition - the indicator repeater in the speedometer. I don't know about other models but the TR6 repeater is barely visible in daylight, so any improvement is very worthwhile. Very easy to fit a green LED – a simple plug in, although it's again time for a few minutes head down in the footwell. Just a quick word of caution here though. The TR6 wiring is a little unusual in that the current flow through the lamp is in different directions for left and right indicators. This is of course no problem for incandescent lamps, but LEDs are diodes that normally conduct in one direction only. The point is that you must fit an LED that has been designed specifically for this function. However, they are easily available from the usual sources at very reasonable prices.

I will conclude my treatise simply by saying that if you feel any concern about seeing or being seen in your TR, if you fit LEDs, you will experience a much greater peace of mind which on its own makes it worth doing, I suggest.



*Pierre.*



# Time to get Shirty ?



*Fine quality ....*

**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



# Have you got yours yet ?



# On the Button ...



## Goodwood Revival

**Excellent result for Geoff Gordon and co-driver Jenson Button in St. Marys race .....**

**Geoff reports:-**

*We ran 5th almost all the race, gear lever broke & the A40 caught & passed us. One of the lead Jags went off at the death, so we retained 5th place. 4th o/a on aggregate is still an amazing achievement for the little Alfa Giulietta given how the St. Marys pace has increased in the last 2 years.*





**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**

**NOW ...it's time to send  
your photos in !!**

**Get shooting ! DEADLINE date for you  
to email your photos : 30 September !  
Send to: [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)**

**BEST TR SCENES WANTED**

