



The TRunnion

Broadcasting to LVG and the TR world

202310 October



LVG TR3A leads the way

Club Triumph - Round Britain Reliability Run 2023

CLASSIC BOOKS

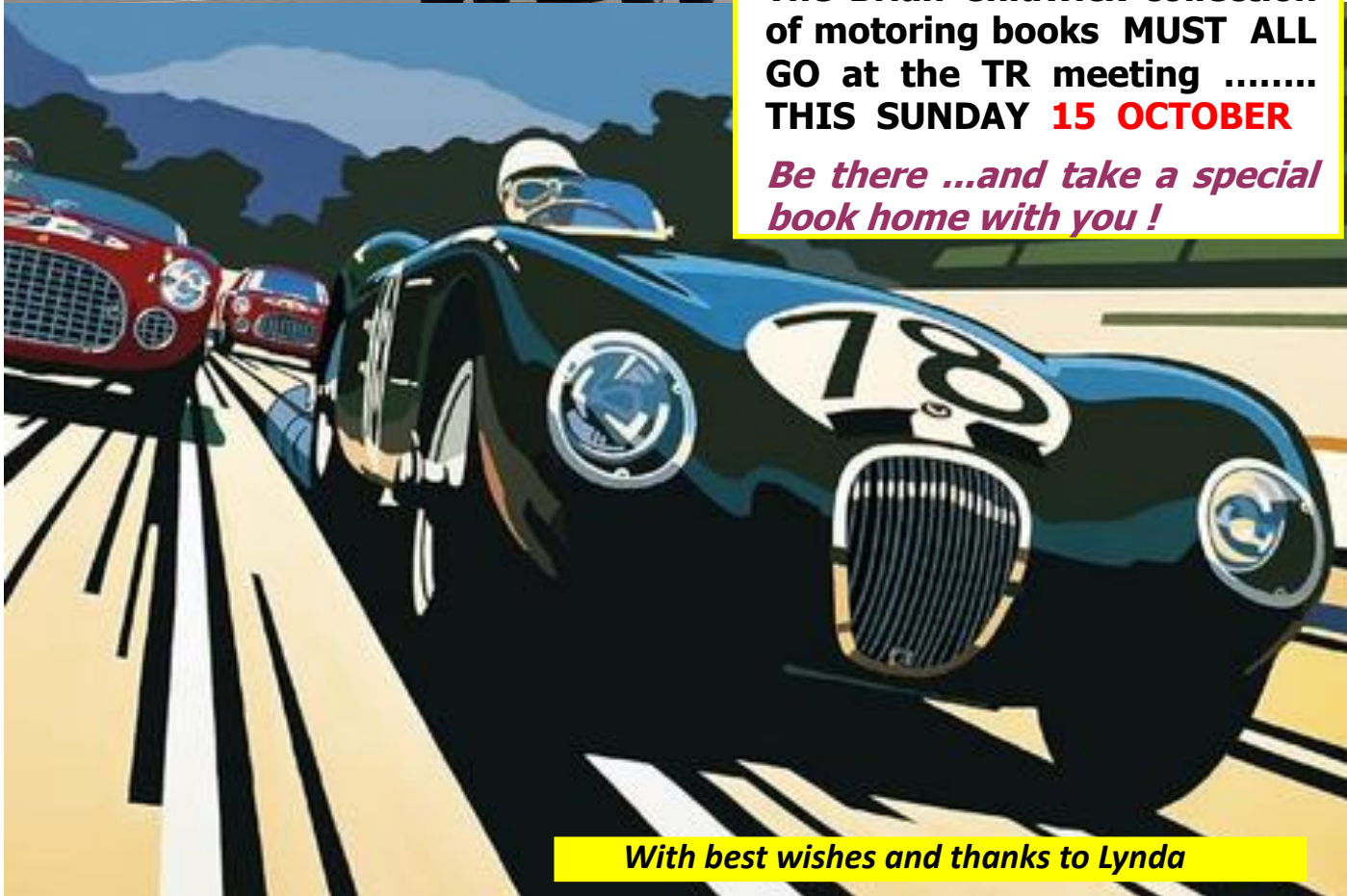
FREE to a good home !
at The COCK sunday



Early TR books, Motorsport Books, Classic Car books and Workshop Manuals.

The Brian Chidwick collection of motoring books **MUST ALL GO** at the TR meeting **THIS SUNDAY 15 OCTOBER**

Be there ...and take a special book home with you !



With best wishes and thanks to Lynda



Luke & Luis ... 1st to Finish

Editorial...

Just another "drive-out" for our LVG youth members as Luke and Luis arrive back at Knebworth, having completed the Club Triumph RBRR some 15 minutes ahead of their target 48 hours (and 20 minutes ahead of the next Triumphs to arrive). I have no idea of the format but I know it is not a "Cannonball Run", however youth, stamina and less toilet stops probably helped them to keep ahead. Maybe a story of their adventures for next TRunnion?

I look forward to more feedback from our Readers with plenty of room available on the Letters Page of TRunnion.

Enjoy driving your TR on those autumn leafy 'B' roads.

Chris.

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BOOK BONANZA ...the book giveaway ...this SUNDAY 15 October @ The Cock Inn. Choose from dozens of titles, many related to all models of TR and other Triumphs + motor racing over the decades & biographies. How to repair and restore cars, basic maintenance, tuning carburettors and more. Help yourself to a great read **Don't miss this chance !**

DEADLINE DATE ... for articles & photos for next issue is Monday 6 NOVEMBER

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

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

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

EMAIL direct to: chris.trunnioned@btinternet.com

Please keep Text & Photos separate.



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Meetings Venue and Small Print

Unless otherwise specified, all group lunchtime meetings are on **third Sunday of month** (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at Ther Cock is very small so it **would be appreciated if those intending to eat could please call: 01767-314411 so that they have an idea of numbers.**

WEB SITES :- TR Register: www.tr-register.co.uk
TR Forum: www.tr-register.co.uk/forums

LVG: www.tr-register.co.uk/group/lea-valley

Facebook: "TR Register Lea Valley Group"
www.facebook.com/leavalleyTR

REMEMBER : All recent Trunnions are available on the website but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details : trr.lvg@gmail.com

***Disclaimer** The TR Register wishes to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.*

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



- www.justgiving.com/page/rbrr63 -

We had a brilliant drive, which was also in aid of
HUNTINGTON'S DISEASE ASSOCIATION

Please click on the above if you would like to add to the
amount we have raised. Thank you .

Thank you to everyone who has donated

Thanks, Luke & Luis





Group Leaders' Report

Phil Sanford

October has certainly got off to a memorable start with Luke and Luis taking part in the Club Triumph, Round Britain Reliability Run, completing just under 2000 miles in very slightly under 48 hours in Luke's TR3A. This was their first RBRR and they were the first to finish despite a breakdown caused by a worn out set of points and absolutely appalling rain in Scotland, which left them soaked through and freezing cold. Several of us turned up at the finish in Knebworth Park and were lucky enough to escort them to the finishing line. Well done Luke and Luis, you did us proud. If anyone would like to contribute to the Huntington's Disease Association charity they were raising funds for log on to: www.justgiving.com/page/rbrr63 At least now Rocco can have his seats back in his TR5, they borrowed them as they would recline and allow the passenger to get some sleep.

Thank you to those who contacted me with their views on what should happen to "Social Scene" in TR Action. These have been passed on to the relevant parties, time will tell what changes, if any, are made. The new editor will obviously make changes but he will need time to settle in to the job.

November the 10th to 12th sees the Classic Car Show at the NEC in Birmingham. The TR Register stand is 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 in Hitchin, has now been booked, with 25 of us going, oh no they're not, oh yes they are!

Don't forget if you want to get in early and book a hotel room for next year's Inter-Club International at Malvern, 28th – 30th June, several of us are staying at the Abbey Hotel. If you are going on your own and would like to save a good few pounds by sharing a room let me know and I will coordinate the possibilities.

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

I know it has not felt like it, but we are officially in Autumn and opportunities to use our TRs are fewer. It is hoped that there will still be nice sunny days when we can get out and about, look out for notification of ad hoc trips out, weather permitting.

The event you have all been looking forward to, the launch of the 2024 LVG Calendar, should be on the 19th November at our Group meeting. The photos have been selected and sent off to the printers and the winner of the photography award has been selected. Your car may well be featured on one or more pages, so why not buy a few copies and give them as treasured Christmas presents. They are probably destined to become collector's items in the years ahead, bag a bargain now!

If there are any particular events, trips, or places to visit, that you think the Group would be interested in next year, please let the us know as planning has started for 2024.

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





Pete Muncer



Just for a change, instead of classic cars, this month's Mutterings start with a classic aircraft (and a modern one - see pic). At the beginning of September we had a grandstand view of the Bournemouth Air Show from our daughter & son-in-law's boat, anchored just off Boscombe Pier. Actually many of the aircraft seemed to be using our boat as marker for their displays, particularly the Red Arrows pair - no sooner had one aircraft blasted just overhead from behind (sorry, astern), than his opposite number was bearing down upon us from the bow - and when I say just overhead, I mean about 100 feet above masthead height. The climax of the display came at dusk, firstly with a Spitfire looping and rolling in the rays of the setting sun - magical. Then the modern RAF arrived with a Typhoon - this aircraft is **LOUD** (especially just overhead!) - most impressive with the afterburner exhaust flames against the dark sky. The display finished with fireworks launched from OTTO the helicopter - also very spectacular, but I did wonder how permission was obtained from the health & safety mob - judging from the pic it all looks a bit dodgy to me.

The last CACCC tour of the year, the Falling Down Tour, was based at the Knights Hill Hotel near Kings Lynn - the TR North London Group stayed here a few years ago, so we thought we would try it for a CACCC tour. The hotel has its' own pub, the Farmers Arms, situated just across the courtyard - a very convenient base for our pre-tour evening gathering, with a pub meal and a few libations.

17 cars lined up for the 125-mile tour around North Norfolk on September 22nd, calling firstly at the Wroxham Barns, and later the coastal village of Blakeney, for refreshment stops. Incidentally we do have a quite a variety of vehicles on CACCC tours, this time including a couple of Jaguar XK150's, Rolls Silver Shadow, MGA & MGB, TR4A & TR6, Morgan 4/4, Mr. Tibble's Hillman Minx convertible, and some more modern classics. The Indian Summer weather experienced earlier in the month was no longer present, but although temperatures were back to seasonal normal, the day was fine and dry, so hoods down. However, with the bright sun alternating with dark shadows under the trees, full concentration was required - the shadows frequently contained large trucks coming in the opposite direction at a rate of knots. Anyway all cars completed the route, and after arriving back at the hotel, the usual post-tour routine was enjoyed - drinks in the bar, followed by an excellent dinner in the Garden Brasserie - a good finish to the CACCC touring year. The last club event of the year will be the Christmas Dinner on December 3rd at Knebworth Golf Club.

Tim Hunt's article in a recent TRunnion regarding trailing arm modifications for IRS cars, triggered off a memory when I met up with former TRunnion Editor Phil Jones recently. "Prof" Jones spent much of his career at the Rothamsted agricultural research station in Harpenden, and part of his role was to visit various countries to give advice – so he visited India, South America, Cuba, and various other remote locations, invariably bringing back bottles of local brews (although maybe brewing was not used in the production of many of these beverages).

Our group (known as the TR TouRists) regularly attended the Silverstone Historic Festival back in the 90's, in the days when you could camp just across the road from the circuit – not sure you can now, as various buildings have been erected over the years, including those for the current Aston Martin F1 team. Anyway, Phil decided to create what he described as "cocktails", derived from the contents of the various bottles accumulated over many years of travel – these would be for consumption in the camp site "cocktail hour" after watching a day's racing. For some reason Phil named these potions after various parts of a TR – and by far the most lethal of these was the "Trailing Arm" – so named because after a couple of sips, your arms tended to droop (as well as most of the rest of your body). The morning after, the effects were quite noticeable – a certain lady (who claimed to be married to the Mutterer), having arisen to view hot air balloons taking off, apparently could not switch on her binoculars (?), and the Cocktail Master, peering out somewhat bleary-eyed from his tent, swore that he would never drink with us again. However a few years later, "Gatso's Revenge" and "Passion for Speed" had a similar effect on those present at the International at Great Malvern.

Browsing through the latest Classic & Sportscar mag., an article with possible implications for classic car owners caught my eye. Apparently the DVLA are taking a stronger line on various issues, such as modifications made to historic vehicles, where these are judged (according to DVLA) to alter the specification from original. The example quoted was for a 1960 Mini, which had been converted to electrickery power – but that wasn't the problem – a small modification had been made to enlarge the battery box by 15mm, which in the DVLA's view, had compromised the monocoque structure of the car. This meant that a new Vehicle Approval would be needed, and a Q-plate registration issued instead of an age-related plate. Another example of the DVLA's judgement related to an Alfa imported from South Africa – Q-plate allocated, in spite of plenty of documentary evidence confirming the age as an historic vehicle. So be warned, if you are thinking of altering your TR to any significant extent – although filling the engine compartment with HP3 batteries should not be a problem apparently. Still, mustn't grumble – at least classic cars have not been legislated off the road (yet).

My comments in last month's TRunnion, regarding declining numbers on tours and events, obviously did not apply to the Welland Valley Wander entered by Chris & Pat Glasbey recently – a mere 98 cars! Finding venues to cater for those numbers must have been a major job in itself – CACCC tours have significantly less numbers these days. I can sympathise with Pat over the question of errors in route instructions – I'm not sure which is worse, coping with missing junctions or inaccurate mileages while driving a tour, or trying to ensure that you



have not made a mistake when compiling the road book - which leads me on to the next paragraph.

The recent Falling Down Tour was the 40th tour I have route planned for the Carpenters Arms club over the last 17 years, and I think it is about time for another (younger) volunteer to step forward and assist. I am quite happy to continue to plot routes using maps and Google Earth from the comfort of my armchair, but it is essential to run around the route beforehand to obtain mileages, check signpost names, etc., and this is the part of the job I would like to hand over to someone else. So if anyone fancies assisting another local club which has seen plenty of LVG cars on their tours over the years, please give me a call (I should make it clear that this is not a plea to those with previous route planning experience to get further involved, i.e. Chris & Pat, or our Group Leader!).

On the Verstappen (sorry, F1) front, after my comments last month, I seem to have inflicted the "commentator's curse" on the Red Bull team. Max was not even in the top 10 in qualifying for the Singapore race, but managed to finish 5th – Ferrari's Carlos Sainz became the first non-Red Bull driver to win a G.P. this year. The following week in Japan, however, things were back to normal, with Max in pole position 0.5 second quicker than the McLarens (half a second is a lot at F1 speeds) – and then winning the race comfortably for his 13th victory this season.

Now that the autumnal mists are upon us (although I don't intend to be driving the TR in murky conditions), I am about to take my first step into LED-land, by ordering replacement LED's for side and tail / stop lights from the website of Classic Car LED's Ltd. I am assured that even a mechanical moron like me should have no difficulty fitting these - still, always a first time. The next step will be to replace the indicators front & rear, which will require the flasher unit to be replaced also – however according to Pierre, fitting this will involve lying head-down in the footwell. Now, I have enough trouble getting in and out of the driving seat these days, let alone the footwell – so this might be a task left to Billy at JB Sports at the next service.



Photos taken at Prescott Hillclimb. Chris G.

Pete.



Two Cautionary Tales ...

Tim Hunt

This time I am highlighting a couple of items from my 'Black Museum' in the hope others might possibly benefit from my experience.

1. Crankshaft Pulley

In June 2006 Keith Bennett and I shared my car on the La Carrera Caledonia. Not long after leaving the Gretna Services start, with Keith driving, we heard a slight tinkling noise from under the car and noticed something small and clearly metallic bouncing down the road behind us. There were no untoward noises from the car and vital signs were all fine so we pressed on. However, a few miles further on the ignition warning light came on whereupon we stopped to investigate. There were pieces of shredded fan belt everywhere in the engine compartment and we saw that a large part of the rear (flat) half of the two piece crankshaft pulley had sheared off and was obviously what we had left behind on the road. The break had left a jagged edge which had soon cut through the belt. Some other entrants noticed our plight and stopped to offer assistance in the time honoured C.T. way. We filed the edge as smooth as possible and knocked it out a bit to be further away from my new spare belt that we then fitted. Another entrant very kindly gave us his spare fan belt in case of need. We drove on without using excessive revs and checking the belt frequently. It was clear that belt wear was still occurring and it would be best to withdraw from the event, find a hotel for the night and make our way home the next day. By keeping the revs down as much as possible and avoiding rapid acceleration we cruised back at 50-60mph. A fuel consumption of over 40mpg was some compensation for the tedium and we made it back with just one more fan belt change.



A few years ago on a TR Register event I was intrigued when Paul Richardson had an almost identical failure on his car, losing almost half of the rear part of the pulley. I know that many early TR owners will by now have been seduced into a thin fan belt conversion but those still with the original type pulley might be advised regularly to inspect the rear part of the pulley very carefully for any initial signs of a crack developing.

2. The wrong washer!

In 2012 I persuaded my wife Sue to navigate on what had by then become the International Autoecosse. This was to be our first entry together on a serious Club event. All went well on the long run to our hotel in Longtown, near Carlisle, close to the next morning's start, and for the first 100 miles of the event. Suddenly the car went on to three cylinders to the accompaniment of white fumes from the exhaust. We pulled off the road at the first opportunity to be informed

by the crew following us that they had smelt anti-freeze and were sure that the TR's head gasket had failed. We re-started the engine and on taking the radiator cap off could see bubbles in the coolant, tending to confirm this diagnosis. I topped up the coolant and then drove to a wider, straighter bit of road from which recovery would be easier and called the AA with our co-ordinates. I explained that our head gasket had failed and we would need to be relayed home but, frustratingly, they would not take my word for it but insisted that a patrolman would first have to attend to confirm that the car could not be fixed on the spot. In fairness he was with us within 30 minutes and recovery was promptly arranged.

Once home I got on with removing the head and was horrified to find that the washer under the rear left hand head nut, adjacent to number 4 exhaust valve, was soft and had crept under load from the nut, resulting in a 15 thou depression and loss of clamping force in the area. Needless to say it was exactly at this point that the gasket had blown. T & L Engineering in Elstow sorted the head for me and the car was soon up and running again, this time with TEN hardened head nut washers. I hasten to add that this was the first time that I had taken the head off so I had not been guilty of using the duff washer.



Tim.



Luke & Luis leave the start at Knebworth on the Club Triumph –Round Britain Reliability Run



With a weather forecast of 3 days of potential heavy rain, the decision was made to abandon all thoughts of participating on this event in the TR3A and using the Abarth instead. Thank goodness we did as although it didn't rain all the time, there were frequent very heavy showers on all 3 days. *(Eds note: 65 assorted Classics on this event and one of the best organised).*

A foretaste of the new driving law in Wales hit us in Oxfordshire as 3 consecutive villages have reduced their 30mph speed limits down to 20. What a pain that seemed but nothing compared to Wales as all 30mph's are now down to 20 ...even on main 'A' roads that pass through habitation. Not all the signs have been changed yet which did cause us some slight confusion as a big chunk of the tour took place on the Welsh/English borderand we were often not sure which country we were in ! 2 miles driving through a village with no traffic on the road , at 20 mph, is a mind numbing experience ! Apparently Scotland is next.

Replete with bacon roll, we head off from the start at the Old Railway Line Garden Centre outside Talgarth at car number 5. Our first adventure was crossing the river Usk near Llangynidr. The bridge is very long and so narrow that vehicles have to pass through barriers, the same width as the bridge, a few yards from each end. Even the Abarth felt an incredibly tight fit.

We then drove up and down the fabulous Llangasbtock Escarpment. Luckily, we have used this road on our own tours and the views are fantasticbut not on this occasion, as we have to drive in thick fog with only minimal visibility. Coming down off the tops the visibility improved and we entered the private Glanusk Estate. The organisers had obtained special permission for the tour to drive several miles through the estate, including a gravel section. The Brecon Motor Club are hoping to be given permission to use these estate roads for future stage rally events.

We continue round the southern edge of the Black Mountains into Herefordshire to stop at Ewyas Harold Memorial Hall, where the local WI supplied us with delicious homemade cakes and coffee.



We now drive the eastern side of the Black Mountains and once again, as we climb high into the mountains, we are surrounded by thick fog. Added to that, we are on very narrow single track roads with high hedges and few passing places.

With zero views for most of this section, it was good to arrive in Hay-on-Wye for an hours break. It was only drizzling for this hour so we had a good walk around unusually quiet streets for this town.

Leaving this town, famous for it's book festivals, we criss and cross the border on the east and north sides of the Black Mountainstaking in the fabulous black & white villages of Almeley, Eadisley and Brilley and also crossing the medieval border of Offa's Dyke.

We see very few cyclists and no horses for a changebut twice have to do tricky reverses on the single track roads to allow trucks with animal trailers through.

We arrive at our final destination in steady rain, which soon becomes torrential for our presentation of yet 2 more Welsh Slate Coasters (we now have 12, only missing one set).

The Rhos Goch Golf Club put on a superb full roast meal followed by a delicious selection of puddings. There was quite a gap between the 2 courses as they were very short of staff and couldn't serve the puddings until the first course had been served. Due to a shortage of tables and chairs for so many people, it was very amusing to see us all wandering around with spoons in our handslike children from Oliver Twist wanting more !

Another great event despite the weather. Our last tour of a great touring year. We have made lots of friends on these events from all over the countryand slightly odd to be wishing each other Merry Christmas, as we won't be meeting up again until next year.



Pat.





Club Triumph—Round Britain Reliability Run 2023 see LVG website !





Well done Luke & Luis + TR3A





PRESCOTT

SPEED HILL CLIMB

CHAMPIONSHIP FINALE

SATURDAY 7 OCTOBER 2023



Last Prescott meeting of the season and a mixed championships event including a round of the Revington TR/ TR Register Championship.

A selection of pics, including a few Abarths. The Abarth overleaf has only 50 bhp from it's small 695cc engine.

Chris Glasbey









Sept. 2000

Archives

September Trunnion

After extensive research into the selection of a new venue for our club nights we have decided to use the Cock at Broom. We have chosen this pub as it is well known to us all, having been used for skittles and darts matches on many occasions, and it is also very close to the White Horse. We are concerned that attendance at club nights, of late, has been rather low so we are in the process of preparing a questionnaire, which will be circulated with a future edition of Trunnion, to try and establish what you would like. Obviously we understand that we will not be able to please everybody, but we will be looking at such fundamental as not only where we should meet but on whether we should change from a Sunday evening to a weekday. It is your club, you decide, but please support whatever decision the majority vote for. Remember that it is not necessary for you to have a TR on the road to take an active part in events and very often, if you are in the process of buying or rebuilding, there will be someone at the club nights to give you advice and make suggestions.

Those of you who went to this years International at Malvern will know that I was involved, along with three other group leaders, in the prize giving. We were selected as being the group leaders of the four oldest groups in the TR Register. It is interesting that the TR Register believes that we have been in existence as a group for 30 years, where as we believe that the group started in 1973, a mere 27 years ago. We did in fact celebrate the groups 25 anniversary based on this belief and even produced special Lea Valley 25 anniversary regalia. Can anyone out there throw any light on this.

We were asked if we could display the TR7 raffle car at our stand at the Knebworth Show on the August bank holiday Monday, but due to a last minute double booking the car actually found its way to Scotland for that weekend. Not to be put off we will be displaying "alternative" TR7s and are responding to the challenge to sell £150 of raffle tickets at the show. A tough challenge but we shall be trying very hard.

One of our group members had a very lucky escape in his TR3 recently when, whilst driving down the A10, a full sized deer leaped over the hedge and landed on the passenger side of his car, putting its hooves through the tonneau cover and causing extensive damage to the car. I hope that he has now fully recovered from the experience and that the damage to the car can soon be repaired to bring it back to the superb condition that it was in before the accident. I recently had my own experiences of claiming from my TR insurance and I found the services provided by Flints to be excellent.. (no I am not on commission).

Lastly just to point you to the group weekend, extensively advertised in this edition of Trunnion. This will be the group's special Millennium event, for which we have been given a special budget by the Register. It looks like being another well organised and enjoyable event under the legendary hedonistic organisational skills of Phil Jones and his team.



Phil Titchner, October 2000

Archives

Phil's Phlannel

The first meeting at the new venue for our club nights seems to have gone down very well with a good turn out. Although the Cock is comprised of a number of small rooms it gives a good sociable atmosphere even though we were unable to all fit into one room. It is our intention to hold meetings there until further notice, and we will be taking steps to solicit views from members concerning the most suitable time and place for club meetings. Watch out for your questionnaire in a future edition of TRunnion and please make sure that you return it.

The Group's AGM will be held at the November club night. Now I know that this is bonfire Night but we expect a good turn out so make sure that you come along and take the chance to elect the committee that you want, and to express your views, whatever they are.

Unfortunately I was unable to get to the Group's Millennium event at Blackpool, but I am reliably informed that it was a fabulous event and could form the basis for a future, perhaps longer, group activity.

At the moment my mind is focused on the petrol situation as a few of us are taking out TRs to the Isle of Man for the classic car racing. Can I get there on a tank full of petrol in a TR6? Unlikely! This could also be an idea for a future Group event.

As the outdoor show season is drawing to a close it is time to consider winter activities. We have the old faithfuls, meals, skittles, go-karting etc. but perhaps we can think of a few others. Ideas please.



Members Meeting & Kick Off Lunch



Keep the date

SUNDAY 21st JANUARY 2024

Mount Pleasant Golf Club - SG16 6JL

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



Men's Shirt £28.20
Short sleeve



Men's Polo £18



Ladies polo £21.60



Fleece M or F £28.20

Have you got yours yet ?