

The

TRunnion

Broadcasting to LVG and the wider TR world

202311 November



LVG Calendar 2024



Sales launch @ The Cock Inn 19 November club meet ! Contact Phil to reserve one or more IF you can't make this meeting. Only £6.00 + postage



That's the calendar not Paul's TR3A



Editorial ...

Always fresher at this time of year but sunny and drytime to exercise the TR3A and still with no hood or sidescreens. A short 20 mile route with sun dazzling on the run out and then behind me on the return route. Just warmed up and running sweetly but it's time to go back in the garage, switch off and then wrap up this issue of TRunnion.

Amongst his mutterings, Pete has given us all a QUIZno prizes but enjoy. Also, something a little different for a Christmas present....a lovely Dolomite Sprint is now looking for a new home.

By popular demand and with every day and date included, we have the now famous LVG Calendar 2024which will be available at the November & December club meets @ The Cock.

Enjoy those special drives out in your TR whilst the roads are still free of salt.

Chris.



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DEADLINE DATE ... for articles & photos for next issue is Monday 4 DECEMBER

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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.

My Publisher does not like it if pics are added to a Word doc.



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Meetings Venue and Small Print

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

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

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

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

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

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

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





Group Leaders' Report

Phil Sanford

TRunnion Report for November 2023

I start this report with offering the Group's congratulations to one of our more youthful members, Dan Theze. Dan and his fiancée, Lucy, got married in Belfast on the 2nd of November. Many of you will remember that Dan, along with his dad Nick, did a nut and bolt restoration on a lovely TR3A. The car now resides in Belfast where Dan and Lucy have made their home. Wishing them both health and happiness for their future together.

We have two new members to welcome this month, first is Andrew Amey who has taken over his dad's TR3A which they restored together while his dad, Nick, has bought a TR4 and plans to do a few little jobs on over the winter. Our other new member is Ian Turner who, along with some friends, is racing a TR3 in historic events. Hopefully we will get to see the car in action at the Bedford Autodrome sometime in the future.

I was informed last week that Dave Solomon has stepped down from his position as Eastern Area Coordinator and the TRR are looking for two volunteers to take over the role. If you are interested, please contact the office for details. On behalf of the LVG I would like to thank Dave for all the work he has put in over many years for the Area and for the TRR in general.

At least 10 of the Group will be visiting the National Motor Museum in Gaydon on the 14th for an after-hours event looking behind the scenes. For a very reasonable £18.00 we will have access to the museum workshops and to kick the evening off there will be pie and mash meal, what more can you want?

Also, this month 25 of us will be attending the Adult Panto, at the Market Theatre in Hitchin, rounding the evening off with a meal at Pizza Express.

This month's meeting at the Cock on the 19th will see another Book Bonanza where we will have several crates of Brian Chidwick's books to give away. This time instead of motor themed it is biographies and other books of interest. Plus, wait for it, the launch of the 2024 LVG calendar. At only £6.00 per copy, it is an absolute steal, join us and grab a bargain. Come and see if your car is the star of the month!

I will also be taking names for those interested in joining us for the Unofficial Christmas Lunch on the 17th December.

Lastly, I would just like to remind you that it is our Annual Members Meeting on the 21st January 2024 at the Golf Club, Lower Stondon, (is it really nearly a year since the last one). Please come along to this lovely venue and hear what is planned for the coming year, what we did in the past year and how we are doing financially. There will be plenty of opportunity to air your views on what we have got right, or wrong. There will be complimentary tea, coffee and biscuits available. Once the AMM is finished you will be welcome to join our Kick Off Lunch at the same venue for a 3 course meal, a quiz and the all-important raffle, which as usual will feature my special offer of 5 one Pound tickets for a fiver! A deal like that is not to be sniffed at!

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

MUNCER'S MUTTERINGS QUIZ

Now that the classic season is over, there are no events or tours that I can write about to fill these Mutterings – what to do? Of course I could refrain from writing anything at all (cheers from all sides), except that our Honourable Editor would have to find another way of filling the pages, and possibly would have a relapse or fall on his quill pen. Anyway, this month here is a bit of a quiz, partly inspired by “Only Connect” (BBC2, Mondays 8pm). The 20 questions relate to F1, TR & classics, and some other “topical” topics – so have a go:

Round 1 – Make the connection:

- 1) What links these former F1 drivers – Mike Hawthorn / Phil Hill / John Surtees / Kimi Raikkonen
- 2) What links these drivers - Max Verstappen / Jack Brabham / Jackie Stewart / Niki Lauda
- 3) What is the link between these races - Indy 500 / Monaco G.P. / Les Vingt-quatre Heures du Mans
- 4) Le Mans 1961 – what links the cars finishing in 9th/11th/15th positions
- 5) Whose name is on the Rugby World Cup trophy
- 6) What links Canley, Speke and Solihull
- 7) These Lotus cars were better known by their names rather than Mark numbers – 14 / 26 / 28

Round 2 – Finish the sequence:

- 8) Ginny Soden / Steve Redway / Wayne Scott / ?
- 9) New Zealand / New Zealand / South Africa / ?
- 10) Silverstone 1950 / ? / Brands Hatch 1964
- 11) 1991cc / 2138cc / 2498cc / ?
- 12) This sequence is in reverse chronological order – Phil Sanford / ? / ? / ?
- 13) Nino Farina / Juan Manuel Fangio / Alberto Ascari / ?

Round 3 – Missing vowels:

- 14) Mrcds / Frrr / Hs / stn Mrtn
- 15) Crls Snz / Srg Prz / Yk Tsnd / scr Pstr
- 16) Kn Rchrdsn / Grhm Rbsn / NI Rvngtn / Hrry Wbstr
- 17) Sm trlng rm / vrdrv / Fl njctn / Mchlth
- 18) tl / Drtt / Prlss / Wrwck
- 19) Jbbk / Hpcrfts Hlt / Sthmd ndstrl Prk / Mnt Plsnt Glf Clb
- 20) syjt / Rynr / L L / Wzz



Answers next month, plenty of time for you to do some research and score loads of points – except that there are no prizes, just the thrill of competition – also it means that much of next month's Mutterings content is written already. Actually, this reminds me that years ago we used to have quiz evenings occasionally, also skittles nights against other groups – maybe something that could be revived over the winter?

What a great selection of classic car pics in last month's TRunnion – and the stars of the show clearly were Luke and Luis in the TR3A on the RBRR – well done chaps. There were pics of Fiat Abarths of various vintages also last month, based upon on either Fiat 500 or 600 chassis – Editor Chris noted that a 500 Abarth had only 50bhp from 695cc. If more power is needed, in Classic & Sports Car mag. last month there was an article featuring a 1967 Fiat 500F, which has been converted to electrickery and now boasts 65bhp (you can buy it for a mere £27,000). The four Tesla batteries are fitted up front where the fuel tank used to be - this sounds somewhat safer than the original specification, as the battery and fuse box used to live just behind the tank - a front end shunt could have had fiery results (especially at Luton Airport). I have experience of 500 motoring, as our transport for the first year of marriage was Sue's 500, after I had previously written off my mk.2 Sprite – the following year something larger (and safer) in the form of a Corsair V4 arrived – not the most exciting vehicle to drive, but it did the job of towing the autocross car on its' trailer to about 25 meetings that year.

Tim Hunt's recollection of crank pulley failure reminded me of a similar experience with my 4A, just a couple of months after buying the car – in my case the pulley stayed intact, but simply sliced the fan belt into pieces. It turned out that the pulley fitted by the previous owner during restoration was not the correct one, so first task on the car was to fit a new pulley. A couple of years later, after the experience of driving through Devon lanes on a wet and dark night, with the equivalent of candles for headlights, the car was converted to alternator / thin belt / Kenlowe fan spec.

At the October meet at The Cock, our Honourable Group Leader asked me what dates had been set for 2024 CACCC tours – this threw me somewhat, as nothing has been decided as yet. Actually that's not quite true, as the one-day local Tibbles Tour will be a week earlier than usual, on June 23rd, and not the last Sunday of the month - thereby avoiding a clash with the International at Great Malvern, and the route planner's significant birthday that weekend. The two "stay-away" tours, Springing Up in late-April, and Falling Down late-September, have yet to be planned, so dates and venues TBA – more news in future TRunnions.

Mad Max has now won 16 G.P.'s this year, bringing his total up to 51, equalling 4-times champion Alain Prost. Sir Lewis finished second in Mexico, and also a close second the previous weekend in Texas, but was disqualified here (along with Ferrari's Leclerc) for rubbing his bottom along the ground (the bottom of the car that is). You never had this sort of problem in the old days ("when I were a lad"), when ground clearances were measured in inches not millimetres. One of the books I put my hands on from the Brian Chidwick collection at the October meeting, is "The Classic Single Seaters", featuring the cars from the Donington Collection – there is a pic of a 1937 Mercedes W125 "yumping" (a technical rallying term) at the pre-war Donington circuit – I reckon the combination of the car's ground clearance and the height of the "yump" leaves about 2 feet to spare. One of the other books I picked up is "Gatso", the story of Maurice Gatsonides, a member of the TR2 team in the Mille Miglia and many rallies in the 50's – also inventor of the speed camera. It looks as though there will be plenty of use for these devices soon, as Herts C.C. has announced its' plans for more 20mph zones in most towns and villages in the county, including Welwyn – is the man with the red flag going to make a comeback next?



Pete .

TR Register Lakes Tour

11/12 September 1982 - Jean Holden

Jean's story from 1982 Photos from the 1986 event ...

What a great weekendeverywhere one looked there were TRs. Eddie and I got up Saturday morning to sunshine , and going down to breakfast at the Newby Bridge Inn (recommended by the organisers) we met up with five other couples, who like us were looking forward to a TRiffic weekend.

After the men had finished leathering down their TRs (much to the amusement of the manager) we all donned our woolly hats and set off in convoy to the local garage to fill up, sign on and receive instruction sheets for the day ahead.

It was all very exciting with noisy TRs arriving from every directiona great sight to see.

Before long the whole car park was full, about sixty cars, mainly TR6s'. We eventually set off in two 30 car convoysat a 30 minutes interval.

We toured around Lake Windermere, with each group managing to loose itself at least once. Our convoy ended up all steaming down a roadonly to find the leading cars coming back towards us, which caused a great laugh and much amusement to local residents, who came out of their homes to see what was going on. They knew we had been heading for a dead end !

Eventually we arrived at the "Boars Head" for a pre-booked lunch of game pie & veg. We were certainly done proud. After a stop of around two hours, in which time we had all managed to get to know each other ...we were now ready to resume our trip, which was a visit to "Holker Hall Motor Museum", which had been opened up especially for us. We had a very enjoyable couple of hours there and eventually split , to make our way back to our hotels (some to camp site) to prepare for the coming evening.

Saturday evening we had a private bar in the "Swan Hotel", Newby Bridge. A disco and 'hot pot' supper had been arranged, which was very well attended. The four Somerset members were very lively and managed to keep us entertained. It seemed there were about sixteen members from the Staffs & Warwick and Birmingham Groups here for the weekend.

It would be nice to see a few Lea Valley sweatshirts up here next year. The evening quickly came to a close and lots of noisy TRs roared off into the night.

Sunday morning dawned with low clouds hanging on the hills and steady rain falling, so after breakfast hoods on fourteen TRs in the hotel car park were



erected. Then we all proceeded to the assembly point once again.

There were some new arrivals including John & Ev Cook from Northumbria. Ev was still sporting her antenna, as seen at Malvern. A 3a with two Kent Group members parked next to us and tried to buy our hood and windscreen to replace their aero screensalthough they were clad in flying jackets and Mk VII goggles. They looked more like WW1 fighter pilots !

Once again we set off in two convoysour convoy leader and escort car being a TR6. The route this time being along the west bank of Coniston Lakethen up the 1 in 4 "Wrynose Pass". By this time the rain had stopped but the clouds were still hanging on the hills, so we all had headlamps blazing.

The leading escort car stalled us all on a 1 in 4 hill, which had everyone hanging on to their handbrakes. We all managed to start off without incident. When we had descended the pass into the valley, the convoy halted whilst the leading TR6....which we now discovered his reason for stalling was due to the nearside brake calliper tightening up.

The halt allowed the second convoy to catch us up, and it was quite a sight to see 30 pairs of headlamps steaming down the pass towards us. The entire collection then moved off to climb the 1 in 3 "Hardknott Pass" ! This consisted of 1 in 3 straights, two car lengths long, full lock left turn then full lock right turn up another 1 in 3 straight and repeat as before with foot hard down in second gear all the way !

We were following a 6and on the right handers his rear wheels were losing grip, while our 3a was lifting her rear wheel on the inside of the turn. While all this was going on, I was hanging on to the grab handle and leaning over the side like a sidecar outfit on the left handers. For once I was speechless! Once over the top we wound our way down to Eskdale Green for lunch at the Bower House. We all had a good lunch and natter about the morning run.

After lunch, we proceeded in convoy through the fells. By now the weather was better, so down came the hoods and we had a very pleasant run back to the Newby Bridge Services starting point....for the majority to refuel cars and refuel themselves in the café And say farewell until next year.

We both had a very enjoyable weekend and met some very nice TR people. The 3a behaved very well over a total of 600 milesfrom leaving home Friday morning until arriving back home Monday evening.

We both recommend the Lakes Weekend as a marvellous way of enjoying your TR.

Jean & Eddie

In memory of Eddie Holden





November was time for the Lombard RAC Rally ...now just a memory

0305 1904 Cadillac

- Howard Pryor

London to Brighton Veteran Car Run



1904 Cadillac



No Triumph TR4 on this event

Howard Pryor , driving his 1904 Cadillac ...made it to the finish at 3.30pm after a couple of minor breakdowns on route. Well done ...and its just arriving at the finish that counts on this special veteran car run.



From before sunrise on Sunday, 5 November, London's Hyde Park will be full of the sights, sounds and smells of the dawn of motoring, as 400 intrepid drivers ready themselves and their pioneering machines for the annual RM Sotheby's London to Brighton Veteran Car Run.



Triumph Dolomite Sprinta great road car and also a success in Racing and Rallyingas driven by Tony Dron, Brian Culcheth, Gerry Marshall and others



When the opportunity to buy a well cared for Dolly comes aroundyou may not want to miss it ! Could this be a cue for the next page ?





1978 Inca yellow Dolomite Sprint for sale ..

A 2 owner car which we purchased 4 years ago to do the Club Triumph Round Britain Reliability Run. She completed the event covering the 2,000 miles in 48 hours without incident. The original lady owner sold as she was over 80 and wanted power steering and air con.

Well documented details to confirm the 61,300 miles and recently passed its MOT. She is a lovely car and we would not be selling, but the garage where we store her is soon to be lost. Not the best time of year to sell...but we don't want to leave her out under a cover, unless we have to.

Looking for **£11,500**

We can supply many photos and more details. If interested, call Mike to discuss : **07847 585120**

Mike & Phil



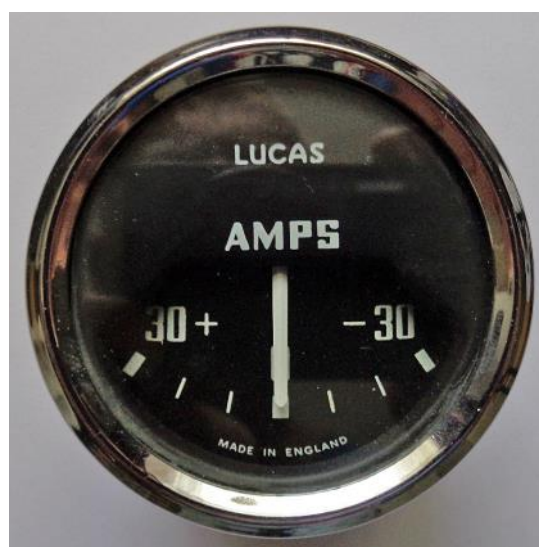
If it ain't broke, don't fix it !

Tim Hunt

I really should know better but on at least three occasions I have been guilty of not heeding this excellent advice. I had no reason to doubt the charging system on the 4A but, for some reason, just before the 2010 RBRR with two all night drives in prospect and still relying on a dynamo I decided it would be a good idea to check the adjustments of the voltage regulator and cut out in the control box to ensure they were optimal. I followed the Haynes Manual instructions diligently and so was confident all was well. Mike Hockaday and I arrived at The Plough for the start of the event with every expectation of yet another trouble-free run. We didn't fancy the inevitable long traffic lights delay at the junction of Bullsmoor Lane and the A10 so plotted a cross country route, avoiding traffic lights and as many right turns as possible, to rejoin the recommended route on the A10 at Wadesmill. Just after we turned into Coopers Lane Road from Cattlegate Road I switched on dipped headlights only for both bulbs to blow almost immediately. I realised at once that too much voltage must have been applied and was fortunately able to make it to Potters Bar in failing light, where we found a suitably lit forecourt to park up and work on the car. I naturally had spare H4 bulbs on board, fitted these then started the engine and quickly adjusted the regulator to give a steady open circuit reading of around 16 Volts, switched on the headlights and – success. We went on to complete the event with no further issues. If the bulbs had failed only a little later in a more remote location and had I not had spares it could have been game over early doors.



The ammeter on the 4A has always worked fine but never zeroed properly, showing an apparent charge of 3 or 4 amps when open circuit. Although when I looked at other cars I noticed that not many had perfectly zeroed instruments mine always annoyed me. I could find no guidance in the literature as to whether the zero could be adjusted so a few years ago I posted on the CT Forum asking for help. Another member kindly replied, advising me that the zero could be adjusted by means of a small screw at the rear of the instrument, which was held in place by a small dab of red paint. Some time later I had to replace a failed column light switch and removed the speedometer and tachometer to facilitate access and thought that I may as well remove the ammeter and have a go at adjusting it. The dashboard is held in place by just five self-tappers and if these are removed and the glove box door hinge is freed from the dash panel the whole assembly can be carefully pulled back to give enough room to get at the minor instruments. I found the small screw on the ammeter, in my case blue paint had been used. With a suitable watchmaker's screwdriver I gently turned the screw and was rewarded by seeing the needle move. The final adjustment did require delicacy but having achieved a very satisfying result I wanted to be sure the setting would not alter so put a tiny dab of Araldite on the screw head. The following day, before re-fitting the ammeter I connected a 21W stop/tail bulb and a 12V battery in series and – you've guessed it – nothing doing. I



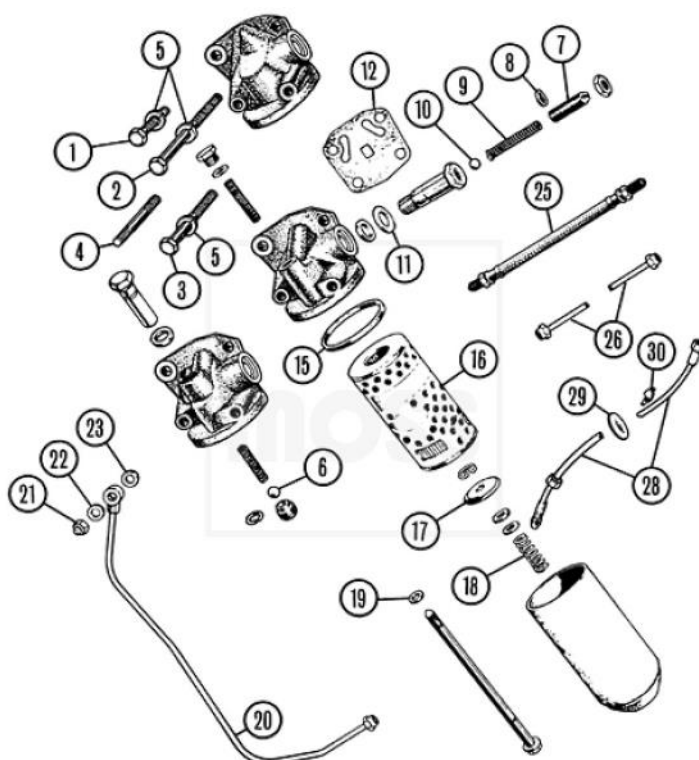
could only think that a tiny bit of the epoxy must have seeped through and gummed up the works. After a few expletives I had visions of having to source an expensive replacement instrument but decided to try and sort out my faux pas anyway. I very carefully scraped away all the cured Araldite with a small screwdriver then stripped the instrument and cleaned the inside. I connected it to a 12V source and suitable load and was surprised and delighted to see the needle move freely again. I very gingerly bent it to give a satisfactory zero on open circuit and reassembled the instrument. The result can be seen in the accompanying photograph. Although this is very satisfying I do wonder if I shouldn't have left well alone and saved myself all the hassle, after all one can make allowance for the zero being off and my ammeter always gave a good idea of the charging situation and I had put up with it for nearly fifty years!

Another example that comes to mind is my fitting of a spin-on oil filter conversion. I acquired a Mocal kit some years ago, fitted it and ran with it for 3,000 miles until the next oil change. When I turned the replaceable filter it came away complete with the head assembly. I separated it from the head and then replaced the head using a new sealing ring. I primed the new filter with oil and

fitted it hand tight with an extra tweak and all seemed well. The next day I reversed out of the garage and when I looked forward again was mortified to see a thin line of oil over some ten yards of our recently laid block paving! As you can imagine my name was mud for quite some time and it took me a lot of effort to remove the oil staining and restore the appearance of our drive. Needless to say I junked the spin on conversion and refitted the original canister with replaceable element, which had served perfectly well for over 40 years. After all I am fortunate enough to have an inspection pit at home so changing the filter is really no trouble. Once again I should have left well alone.



Tim.



LVG have a day out at the NEC

The weekend of 10th – 12th October saw the final big show of the Classic Car year, with the Lancaster Insurance Classic Motor Show at the NEC Birmingham.

If you haven't been before, it is massive annual show for all things classic, which this year saw exhibits across 6 of their large halls being used. It would be hard to find a car club who didn't attend and with trade stands, autojumble, seminars and every possible opportunity to buy things you don't really need for your car, it is a great day out.

Five of us set off at 8.30am on the Friday (a slightly more expensive day to attend, but usually quieter than the weekend), utilising car sharing and headed North up the M1. It is only around an hour from Flitwick and we used the NEC railway station car park, as it is 90% covered walkways and only a short walk to the NEC itself. Tony Bannard-Smith left us to go and man the Armstrong Siddeley stand (something he did all 3 days) and amazingly the rest of us spent the whole day wandering about without getting lost. It is obviously hard times for the TR Register as the traditional free tea, coffee & biscuits were not provided to members this year, but some of us are TSSC members and had refreshments from them.

The TRR stand had the TR25 concept electric car on display, alongside MVC575, the Jabbeke TR2 and Wayne Scott interviewed one of the Makkina designers mid afternoon.

Anyone who has seen the discussion on the club forum website will know that the TR25 is very much a Marmite car. Many hate it and are being quite vociferous in their rejection of having anything to do with it. We all have preferences, but it is a shame that so many cannot accept the world evolves and celebrate the past without ridiculing the present or future.

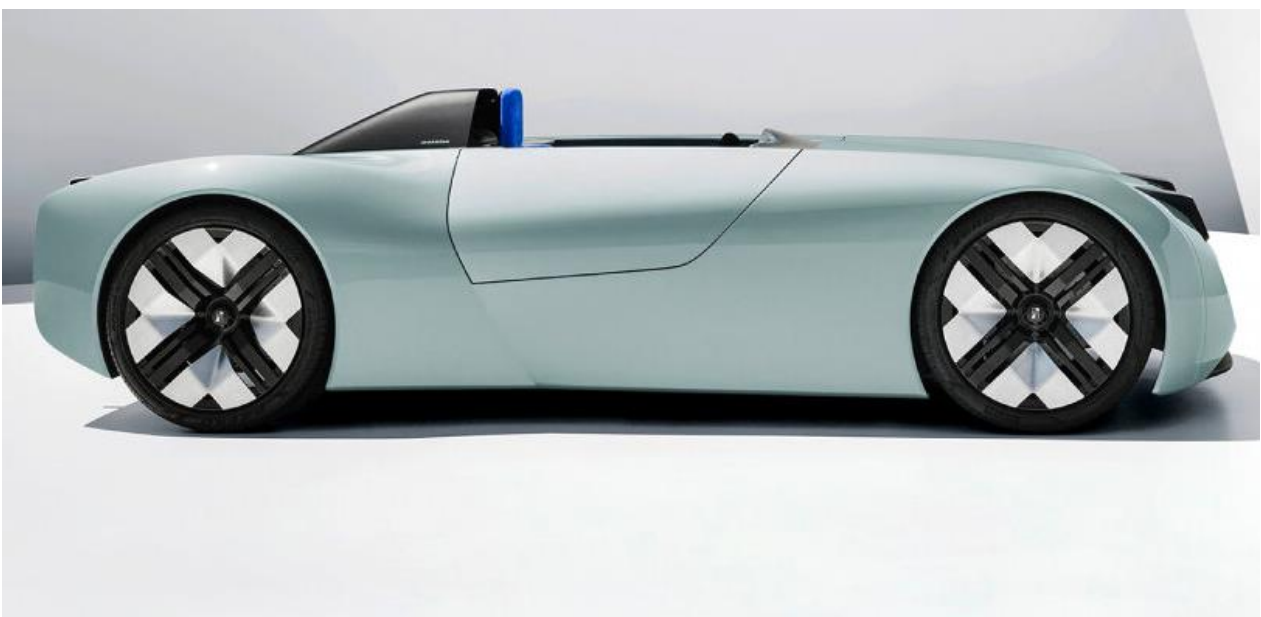


The designer, who was probably born after the last TR rolled off the production line, gave a good account of how their concept car was born. They had seen the aerodynamic lines of the Jabbeke world speed record vehicle and realising that Triumph and TR's had significant anniversaries approaching, thought it would be good to take some of the TR2's influences into a 21st Century car. Wayne asked how the phone call went to BMW to seek agreement to use the TR name. Makkina is an Automotive design house based in London and didn't just call BMW, but had some sexy design to show them to get them interested and that did the trick. It is probably unlikely that the TR name will be revived, but never say never.

It was nearly 6pm by the time we collected Tony for our journey home and what is better than rounding the day off with a TRip to an Indian for a curry and more TR related chat.

Next year will probably see another visit to what is a great day out, why not join us and you too could buy car things you don't really need!

Mike.



FREE TR SPARES

All must go on
25 November ...

Massive Disposal of TR Spares

On Saturday 25th November we will be hosting the disposal of the late Brian Chidwick's huge store of TR spares and tools. Brian's widow Lynda, has asked us to help her pass on the massive number of spares that Brian amassed and she would dearly like them to go to fellow TR enthusiasts, rather than them ending up in the dump. All items are free of charge, although if you wish a small donation would be appreciated with all proceeds going to a cancer charity.

There are at least 30 boxes of TR parts, tools and accessories, some brand new, some second hand, many no longer available, the proverbial "hen's teeth". Come along and have a browse through the boxes and bag yourself the essential spare part that you need. An ideal opportunity for those of you who are restoring or rebuilding your TR or would like to have that "just in case" spare, you never know when it will come in handy. There are parts for TR2 through to TR5 ranging from suspension, engine, chrome work, electrical, brakes, fuel, lights, hood frame, you name it, it is probably there! The ideal part for your winter maintenance.

If you would like to attend, please contact us and we will forward you a 10 page list that Brian had compiled of what we believe is in the boxes. All will be available on a first come, first serviced basis. The garage will be open from 10am to 4 pm on Saturday the 25th November at 11, Coppice Mead, Stotfold, SG5 4JX

Due to road closures in Stotfold for a Christmas event it is recommended you enter Stotfold via the roundabout on the A507 that crosses Hitchin Road between Fairfield Park and Stotfold. You will have to park on the road so please be mindful not to obstruct neighbour's driveways.

Please contact us on trr.lvg@gmail.com

Phil.

Contact Phil NOW for details !

Email : trr.lvg@gmail.com

**SAVE
THE
DATE!**

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A joint international meeting for **British Vehicle Clubs** to share resources, our passion for a variety of marques and to offer all club members a great weekend!



**A PACKED WEEKEND
28 - 30 JUNE, 2024**



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Malvern, Worcs.

**ASK YOUR CLUB TO
COME AND JOIN US !**

- Dedicated club displays
- FREE space for club marquees
- Full entertainment schedule
- Optional commission on ticket sales paid to clubs

FOR INFO

trr.lvg@gmail.com

The organising clubs are:
TR Register, MG Car Club and TSSC

**LVG
Will be
There**



**28-30 June
2024**



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



Have you got yours yet ?

The Back Page

Chris Glasbey

This is the quiet end of TRunnion where not all readers may reach. So, what shall we discusswell that for a startthe word SOalthough now we have all probably got used to it's over use . On the subject of dumb-down TV presenting, what do you think of the reporters who keep saying yeah instead of YES and many seem to say tu instead of TO and some think its cool to drop the T at the end of words.

Back onto a motoring theme although far from classic. Is it me, or have you also found that whilst driving along at a sensible pace with the traffic flow, your attention is drawn to a car that suddenly is too close and filling your rear view mirror! Sometimes it can be an Audi but more often it will be a BMW. I am not aware that BMWs have priority on the highway but best to ease off and let them through because they seem to prefer to be in front.....and certainly don't like it when a TR3A overtakes them!

I enjoyed writing the words of Jean Holden when she reflected on the Lakes Tour 1982. As event organiser it was good to read her thoughts. Yes, the convoy escort team and marshalls were mostly Staffs & Warwick Group members and also Dave & Rita Brown from Apple County Group. This was the time when Dave uttered the words "Nowhere is far in a TR"and it was always associated with him and now a famous phrase used by all. Dave also acted as a convoy escort in his TR6. These escort cars all had CB radios. I was lead car on a number of convoy runs and something we could never do today but worked on Lakes Tours back then I remember blocking traffic on main roads so that the whole convoy of 25+ cars could come out of the minor road as one body and with a thank you to the few cars that were patiently waiting (they were only quiet main roads) I would then "leap-frog" back to the front of the convoy and do it all again further on!

If I can provoke you into sending an email letter for printing in the next TRunnion that will be greatand any action shots of TRs would also be good. Not just TRs, any stories about classic motoring will be appreciated.

I hope I haven't upset the LVG members who do drive BMWsand perhaps they may have a few words to say, including how life is like with an electric car. Greetings to Roger and Alison.

My TR3A now handles better by just replacing the drop links of the lever arm dampers with a superior rose-jointed variety.

Will the Back Page continue and expand next month ? You have the TRunnion email address. Thanks also to Pete for continuing to mutter each month.

Chris.

