



The TRunnion

Broadcasting to LVG and the TR world

202402 February





Editorial

More of a pictorial edition this month and featuring a few articles from Mike plus another chuffing good read from he who mutters.

The invitation is still open for any classic car stories and photos you may have ...and I am especially in need of cover photos. Good to see response on LVG Whats App and you can expect me to grab anything that may be of interest ...since not all TRunnion readers see WhatsApp.

Some of you are driving TRs through the winter, whilst others are still hibernating until Spring....this may also depend on whether you have a dry warm garage or a cold and damp garage with a freezer adding to the damp. I start the TR every 2 weeks and one of the rear brakes binds, even though it is parked with handbrake off. Much stomping on the pedal whilst driving in and out of the garage for 15 minutes eventually releases it. Now I think I may fire it up every 8 days. How do classic cars survive that are not started up for months?

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Chris.

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

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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.

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





Welcome to LVG Members Meeting & Kick off Lunch

Mike Aldridge



LVG always have their Annual Meeting at the start of the year and to encourage members to attend, also have a "Kick off" Lunch so they can make an afternoon of it and save on the heating at home 😊. This year we returned to the Mount Pleasant Golf Club, in Lower Stondon, who looked after us royally on the day.

We saw the best attended AMM we have held, with over 40 people in attendance. GL, Phil Sanford welcomed everyone and took us through the usual formalities of committee elections (no new volunteers stepped forward, so the existing committee agreed to continue) and our Treasurer Phil Meldrum, gave an overview of our past and present finances. With over £6,000 going through the clubs account, the Treasurers role is quite involved when it comes to the annual reconciliation.

Despite only having six committee members, LVG are very lucky to have other members help out throughout the year and when we got to the annual award presentation the following were awarded:-

Bent Conrod Award for outstanding contribution to the Group, went to Howard Pryor, who helped out during 2023, culminating in running a 50th Anniversary BBQ, although we suspect his wife, Loretta did most of the work. Thank you guys.

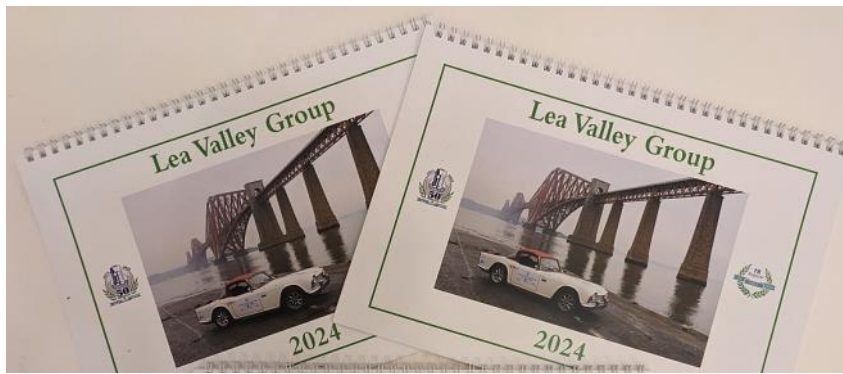


Last years winner of the **“Best New Car”** to the Group, Luke Searle, very generously donated a new cup (the old one was over 40 years old and had lost its silver plating), which incorporated the original plinths to preserve continuity. In addition we wanted to remember Brian Chidwick who lost his fight against Cancer last year. Brian was one of the founding members of LVG in 1973 and attended our 50th Anniversary meeting at the start of last year. The cup is now titled **“The Brian Chidwick Memorial Cup for the best new car to the Group”** Thank you Luke. The new cup was then presented to Paul Garvey for his lovely TR4A. To see a photos of Pauls car, look at the gallery link near the bottom of this report.



The third award for **“Photo of the year”** went to Graham Teeson and the picture he took while TRavelling around the 5000 mile UK coastline last year, which now adorns the front cover of the LVG 2024 Calendar (**copies still available at £6 a calendar**).





Grahams exploits on his TRip have been serialised in our club magazine TRunnion as an “Extra” publication over the last few months and he wanted to acknowledge the efforts of our resident editor, Chris Glasbey. He therefore made a very nice award of a glass plaque and a model TR2 in recognition of all of Chris’ hard work.



An outline of events already arranged for 2024 was given and a survey handed out to gauge interest in attendance for the next few months. Members were also asked for any ideas for future events and good responses were received.

Following the formalities, everyone settled down for a very convivial lunch and the customary raffle tickets were sold. Most of the prizes were donated by members and not just the usual second hand unwanted Christmas presents, but some excellent bottles of Wine, Prosecco and Spirits. We now have a good stock of prizes for future raffles.

Due to the recent cold spell the roads were caked in salt and our GL, being a very considerate person, had sent a WhatsApp earlier in the week to encourage everyone to attend in their modern cars. We would normally have photos of quite a few cars for this annual report, but only Michael Boast braved the salt, so here is the one TR in the car park.

Mike.



All this has been lifted from the LVG website.

Some of you may have seen it thereand if not then I have grabbed your attention for a second chance !

Ed.



Group Leaders' Report

Phil Sanford

Welcome to my February missive and the result of the average mileage we get in our cars across the Group. It would seem around the 3,000 mark is the average covered by those that responded, which I think is pretty good and being ULEZ exempt might give us more incentive to use the TR if venturing inside the M25.

The AMM at the Mount Pleasant Golf Club went smoothly, with only Michael Boast braving the elements and turning up in his TR6. The previous year's minutes were accepted on a show of hands. Phil Meldrum then delivered our financial report for 2023, which showed a healthy bank balance despite the expense incurred by our 50th Anniversary events. I then gave a report on the events and meetings we held during 2023 with an explanation of why sadly we will not be holding our Show & Shine this year. Mike finished with a rundown of what we are planning for 2024. It was then time for the election of Officers with the current committee being re-elected to serve for another year. Giving you, me as Group Leader, Phil Meldrum as Treasurer, Chris Glasbey as Truncheon Editor, David Dawson as Technical Support, Mike Aldridge as Events and IT and Tony Bannard-Smith looking after the LVG archive. A copy of the minutes and the accounts will be circulated to members shortly via email.

About half an hour after the conclusion of the meeting, it was time for our annual Kick Off Lunch, which was very well attended with 39 diners enjoying lovely food and great company. The quiz was narrowly won by Jon Marshall's team, many thanks to Sharon for compiling it. The afternoon was rounded off with a really bumper raffle with some excellent prizes. A sad postscript to this event was the untimely sudden death of member Paul Lovell a few days later. This was the last LVG event he attended and we send our sincere condolences to his wife Sue and family.

On the car news front Paul Richardson has discovered the reason for the whine on his TR3A back axle, the pinion in the differential was badly worn and chipped. He is awaiting delivery of a new crown wheel and pinion and we hope to see him back on the road very soon. Nick's TR2 is at the trimmers having a lovely leather interior fitted, Nelson is nearing completion of his car, it runs and drives but lacks a few refinements, like a windscreen. Tony's TR continues apace with Tony wishing there were more hours in the day to do it. Hopefully we will see the results of their work later this year.

It is the Group Leaders meeting at Gaydon next month, if there are any points you would like discussed at the meeting, please let me know. Also, if you would like to attend the TRR AMM on the 16th March please register your attendance on the TRR website.

Our new Events Calendar is now on our website <https://www.tr-register.co.uk/group/lea-valley/social-report/2023/03/2238/LVG-Events-Calendar> This will be frequently updated throughout the year, please check it regularly to keep up abreast of new additions.

Phil



LVG 2024 events...

Mike Aldridge

Soon the rain should subside and hopefully no worse than Spring showers will stop us getting our cars out. There is still much to do with LVG, some events involving our classics and some using moderns. Just before this edition of Trunnion, we had DYTD, remembering Sir John Blacks birthday and joined up with our chums from Camb Followers and also the local Triumph Sport Six Club (TSSC). See a short report and photos elsewhere in TRunnion.

The very next day, 8 members attended the MG & Triumph Spares day at Stoneleigh and now have more spares, which just might come in handy.

Still in February, we have our usual 3rd Sunday of the month meeting at the Cock in Broom (18th) and Shuttleworth Engineering weekend (24th-25th). Not forgetting a day car TRip to WonderWorks in Margate on 20th.

Moving into March we have the eagerly awaited talk on what it was like flying Concorde (5th), with over 40 tickets already sold. Towards the end of the month we are returning to a favourite of old which has not happened for a few years and will be visiting Robsport for Cars on Ramps (23rd). This is an opportunity for members to have a look underneath their cars and get the expert mechanics at Robsport give your car a once over to check for possible problems.

As the temperatures rise in April (we can but hope) we will be taking part in Drive it Day (21st). This year we are planning a drive to Melford Hall in Suffolk to view this National Trust property. We are expecting to meet up with other TRR Groups, with Camb Followers and North London already planning to join in.

As always you can keep up with what's on in the LVG calendar by visiting:-

<https://www.tr-register.co.uk/group/lea-valley/social-report/2023/12/2238/LVG-Events-Calendar>

The above link will be added to the bottom of all our future emails, so no excuse for not finding it.

You will see from the various events above, that many include other Triumph car clubs and groups and this does seem to be the way in which we can keep our hobby alive. The main TRR event of the year at Malvern in June this year, sees it open to all British car marquee and from what we hear, over 40 clubs will be attending. This will give the event a much different look to previous Internationals, but should bring the various clubs closer together and could well be the start of a new annual gathering. LVG members are going and you can get discounted tickets if you buy before the end of February. See the members area of the website for the discount code or ask us. If you are planning to go, let us know, so we can look out for you.



Phil & Mike

LVG Events

Whats On see LVG website

February



Sun 18th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Sat 24th - Sun 25th - Shuttleworth Engineering weekend. LVG will attend on one day tbc. <https://www.shuttleworth.org/p...>

March

Tues 5th - Concorde pilot talk. 7pm for 7.30 start @ Hitchin Town Hall SG51JE. Booking essential - £10pp with surplus to charity. <https://www.tr-register.co.uk/...>

***Sat 16th - TR Register AGM, Stratford Manor Hotel CV37 0PY. Registration required to attend.**

Sun 17th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Fri 22nd - Sun 24th - Practical Classics Car & Restoration Show @ NEC Birmingham. <https://www.tr-register.co.uk/...>

Sat 23rd - Cars on Ramps @ Robsport, Shepreth. Booking essential. TBC

April

Wed 3rd - Midweek Pub Meeting. Venue TBA

Sun 21st - Drive it Day. Watch this space for what LVG will do.

Sun 21st - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon



Pete Muncer



The LVG AMM/KOL on January 21st at Mount Pleasant G.C., was preceded a day earlier by sub-zero temperatures and followed immediately after by storm force winds – so not surprisingly most of us arrived in our everyday vehicle, apart from Michael Boast in his TR6. Anyway it was a very enjoyable meeting, with an excellent lunch (the Yorkshire puddings even rivalling those at The Cock), followed by Sharon's quiz which stirred the little grey cells into action (Sue and I finished in mid-field about 15 points behind the leader). The only point of concern came in our Group Leader's address, where he expressed much enjoyment with reading a particular section in TRunnion each month (he needs to get out more) – so if you are still reading these Mutterings, it's his fault, not mine!

The pics in last month's TRunnion of a couple of "upright" Ford Populars at Stony Stratford on New Year's Day, made me realise that it was in January 1964 (I know, 60 years ago now) when I first took to the road in my 1953 Ford Anglia (with a smaller 933cc engine instead of the 1172 in the Popular). As an impoverished student it enabled me to commute to and from college in Hendon, but I realised at an early stage that performance was not one of the car's strong points (I did take the car once to Brands Hatch but didn't qualify for a race) - crawling up Muswell Hill and being passed by a fully laden Routemaster bus with the passengers grinning down at me was the last straw. Many years later, my fellow organiser of CACCC tours described me as the "Route Master" – but at least I can overtake buses with ease in the TR.

Giving a name to your TR seems to be the thing at the moment – "Smiler" and "Ferguson" just a couple of examples. My 4A is finished in a non-standard livery, and the colour was described by former TRunnion Editor Phil Jones as "Pea Pod Green". Now back in the 60's, Carry On films were a regular feature, and in Carry On Cleo there had been a character with the name of Hengist Pod (inventor of the square wheel) – so inevitably somebody made the connection and christened the car "Hengist" (I still get emails from Mr. Jones with the greeting "Hi Hengist"). I was advised at a car show some years ago that the shade of green on my TR actually is Napier Green – my informant was very positive about it, and I wasn't going to argue – it was a hot day and the beer tent was nearby.

Our Group Leader is intrigued to know the annual mileages achieved in our TR's – I can claim just over 63,000 miles covered in 30 years, and you do not have to be a mathematical genius to calculate that is 2100 miles per annum. In the early years of ownership, with many tours in the U.K. and to foreign parts, the car had a 5000-mile insurance limit - however, in recent years a substantially lower figure has been the norm (especially during Covid). Last year we had tours to Dorset, Somerset and Norfolk, but even with a couple of local tours and trips added, I suspect only about 1500 miles were clocked up. The car is insured now (via the TR Register scheme) for 3000-miles p.a., and I have not approached even that figure for some years.

Browsing the TRR forum recently, there was an update from Ben Davies, who has re-joined TRR after a gap of 13 years, and has bought Brian Chidwick's TR3A (704 FTT). Ben has already started on a body-off re-furb and recommission, hoping to be back on the road by the summer (but as Ben says, not sure which summer!). Anyway, it is great news that a car with much history in LVG and CACCC, will be around again at some point – I replied to Ben's post, saying it would be good to see the car at an LVG event when restoration completed.

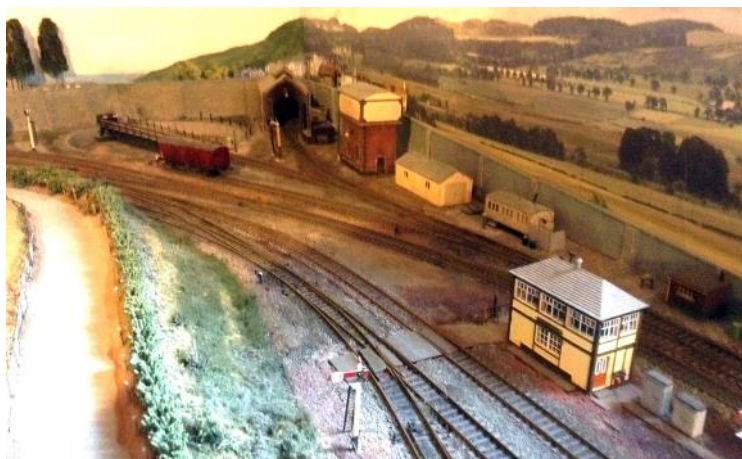
Another topic on the forum was about a car show now requiring you to pay £25 to put your car on display, then charging people £20 to see it – as someone wrote, so charging the folks providing the show more than the general public! I am not a great fan of car shows anyway, and I stopped going to the Knebworth show when they wanted to charge £10. When I first went to Knebworth 30 years ago, it was free entry with your car and I think you got a voucher for a coffee as well – things have changed over the years. While on the subject of Knebworth, the estate roads and tracks were used for rally special stages in the 1970's, including the 1973 Tour of Britain won by James Hunt in a in a Chevy Camaro of all things (see pic). Our team competed in a rally there another year, in the Escort Mk.1 – but after a few years rallies were no longer desired by the estate. Another notable incident was at one of the car shows, when a Spitfire (not the Triumph version!) did a very low level pass just above the trees – maybe something else that would not happen these days.

The only show I will be going to this year will be the Classics in the Walled Garden at Luton Hoo on July 3rd – just £8.50 entry fee which goes towards raising funds for charities. After 15 years as organiser (and before that 14 years organising the Harpenden Classics on the Common), this will be the last year that Peter Madden will be in charge – apparently he has a successor in place so the event will continue. Now if only I could find someone to replace me for planning CACCC tours?

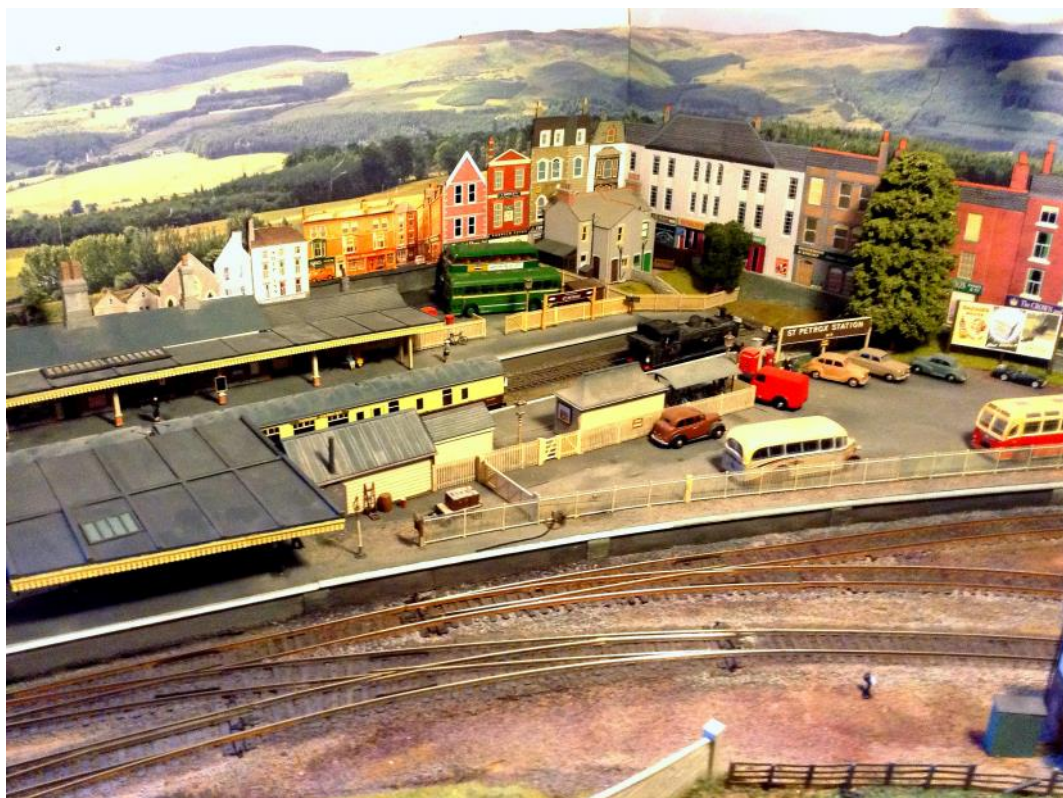


Meanwhile, planning continues for this year's tours – the **Springing Up Tour (April 11th-13th)** has the route planned and hotel booked (Ufford Park Hotel near Woodbridge) – LVG are very welcome to join any of these tours, although for the Springing Up Tour we have filled our room quota at the hotel now (although there may be rooms available still). The traditional local **Tibbles Tour on June 23rd** (now in its 27th year) has the route planned and a new breakfast venue booked, (breakfast and F&C supper included in the entry fee), and will finish at our "H.Q.", the Carpenters Arms in Harpenden. Later in the year, the **Falling Down Tour (Sep. 19th-21st)** is likely to be based at the Sudbury House Hotel in Faringdon, Oxfordshire – the route is not planned yet, partly because I am hoping still to offload some of the task onto an (as yet) unknowing volunteer. I have never known our plans to be so far advanced this early in the year – does that mean we have overlooked something – it's a leap year, can that have an effect?

Finally, our Editor used a heading pic in last month's Mutterings, showing a fine model of an ex-Great Western Railway "King" class locomotive at the head of a train of BR coaches – I have to point out that this did not feature my own model railway, so here are a couple of pics of the St. Petrox branch line (look very carefully and you can spot a TR in the station car park). It seems that there are a few railway anoraks in LVG, so if TR topics are not enough to fill the page at any point, I could always rabbit on about pannier tanks, small and large prairies, toplights, bloaters, pythons, toads, lower quadrant signals etc. – you have been warned!



Pete .



Drive your Triumph Day

Saturday 10 February

Mike Aldridge

It might be the middle of Winter, but the rain stopped falling and the sun shone down (for some of the day) which saw 39 people in 20 Triumphs go on our DYTd to celebrate Sir John Blacks Birthday.

LVG invited TSSC to join us for a drive, leaving from our regular assembly point at Baldock Services to go to The Danish Camp near Willington. 9 cars took the drive and some met us at the Camp. Our chums from TRR Camb Followers also drove across from the East to join in. Despite large flooded areas around the camp, we were able to fill the car park and have a very convivial cuppa and snack in the Café.

It was really good to see a few new faces and some others who we have not seen for a while. If that is a sign of the TR year ahead, it will be a good one. Since the day, we have seen some WhatsApp messages from a few old members (I suppose I should have said long standing..... But most of us are old!!!) and they are threatening to come along to a meeting (or 2?) this year. If you are reading this and have not been along for a while, take that as an invitation to come and meet us. You will be most welcome.

Mike.



DYTD2



DYTD3



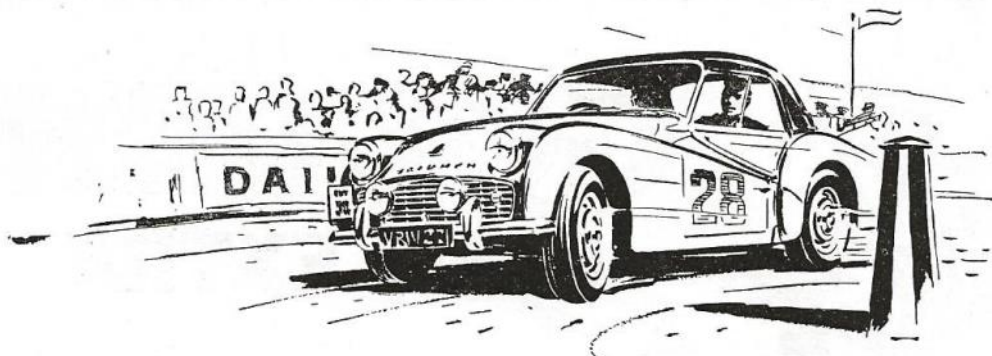
Nick's long door TR2

Nick Theze is making good progress with his TR2.

We hope to see the finished car at an LVG meeting in the Spring ? Nick may then be looking for another project but I hope he will enjoy driving this TR through the summer months



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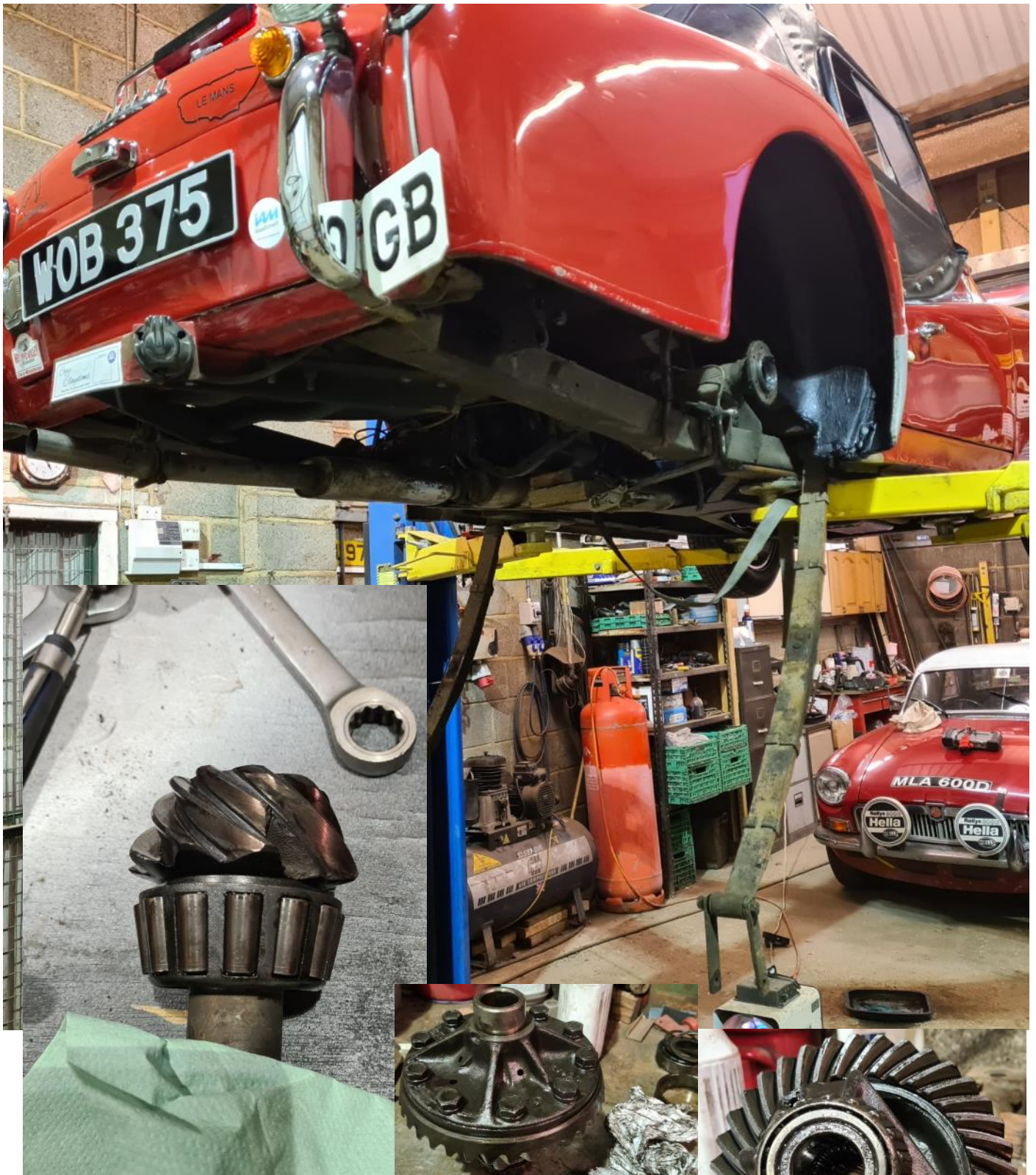
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What's the diff Paul ?



WOB 375 Undergoing surgery.

With a newly restored diff on his well known TR3A, we look forward to seeing Paul Richardson back on the road and taking part in LVG touring very soon .

Lancaster flypast x 2



Taken a few years ago, photo shows the last two airworthy Lancasters ...one had flown from Canada to this meeting. Here they are in flight near Bristol /Avonmouth .

YOUR fine photos wanted!



Yes, we need fine quality photos for LVG Calendar 2024 ..and I also need photos for TRunnion. Any excellent portrait style ...may reach front cover! THANKS if you can help ?!

Club Triumph Navigational Rally



Pierre Miles

Bright, dry, sunny

That is how most of the January days have started this year, and was certainly the case for xxxxxxxxxxxx, the day of the Club Triumph Essex Winter 12 Car Navigation Rally. Not having a navigator, I had offered to assist with running this event, which meant an even earlier start to the day to get over to a diner near Chelmsford for 8am. It was a good drive, obviously very little traffic but at around zero deg C, cool enough to raise a nagging concern about possible slippery roads, exacerbated by having to drive towards a very low sun shining brightly from straight in front.

Arriving only a little late, I park among a dozen assorted Triumphs, mainly saloons but with a Spitfire and two GT6s thrown in to add to the mix. For those of us concerned about the predominance of red cars, there were only three red cars present.

The organisers had sent me a set of the 'Novice' instructions the day before and I had spent the previous evening plotting the route onto my OS map without the time pressures experienced by the participants driving on the day. Quite challenging but I found the route and Passage Controls (PC) that mark the end of each section. My tasks for the day were simple - go to a couple of the PCs and photograph the cars. The idea is simple but the execution definitely not. The PCs were all located in places of no particular note, in other words not by villages or prominent landmarks, When driving on your own, finding a specific road junction in relatively open countryside is quite a challenge without stopping to examine the map at every junction (white roads as well as yellow roads (as per the Ordnance Survey Landranger series). The end result of my efforts was that I gave up trying to find the first PC as I reckoned the participants would have already passed it by the time I found it. It was therefore prudent to go direct to one of the later PCs. Unfortunately, the one I chose (not far from a ford so a chance of good photos) required crossing the A12 and the outskirts of Chelmsford itself – not a good idea. I found it eventually, but in time to get only two of the cars, who negotiated the shallow ford very slowly and in a very unspectacular fashion. ~Now, what next? Easy, On to the pub at the finish for a roast lunch. Good job I had plotted the whole route the evening before.

What to learn from the day? Where is the sun? (It was equally annoying on the way home driving west in the late afternoon (sunglasses at 4pm when most traffic had headlights switched on?); ensure your windscreen is clean.; if time is important, don't try driving and navigating complex routes when on your own, don't be late for dinner. Enjoy the brain work involved with route definition in navigation rallies – it really is interesting (do an internet search for them and for 'table top' rallies, to get the flavour (grid lines,ETLs and herring bones take on new meanings when you do (tulips you already know about)).

The next one? In March. The 2024 Derek Pollock Memorial Rally See previous Trunnions for my report on the 2023 event

Pierre.



Nelson progresses with his latest TR3A project

.....the louvres look professionally cut ...



Photo on right dates back to 1976 when I decided to add louvres to my TR3A ...not the best, I cut out sections of the bonnet and riveted in the louvre panels and then blended in with filler.

Respray was Vauxhall Volcano Red. Note also the white tonneau cover. I think it was still on 48 spoke wires at that time.

Ed .



Inter-Club International Malvern 2024



28-30 JUNE @ The Three Counties Showground,
Malvern, Worcestershire .

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"IT WAS A LOT OF CAR IN THE BEGINNING AND IT'S A LOT MORE CAR TODAY." (MOTOR TREND)

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But aside from talking about the TR6's heritage, they had a lot to say about the car itself. "There is a feeling of almost awesome solidity, as though

the basic car were carved out of a single block of steel." That solid feeling comes from the TR6's taut, low-built chassis with rugged 4-wheel independent suspension. It's a car for precise driving, crafted by engineers who really understand sportscars.

And the magazine's description of it having "long-legged go-forever performance" from its high torque 6-cylinder engine will be agreed by

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Magneto

For readers of "Magneto" magazine ... Geoff Gordon's famous TR2 race development car is featured in the latest issue Congratulations Geoff, a great story !



Words Richard Moulton

Triumph's TR2 trio famously found success at Le Mans in 1955, but it was a fourth car that put in the real work on the road to glory. This is the story of PKV 373, a covert development mule hidden in plain sight

Photography Matt Howell



'Driving position is short armed and short legged, like an XK120 put through a hot wash'

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Men's Polo £18



Ladies polo £21.60



Fleece M or F £28.20