



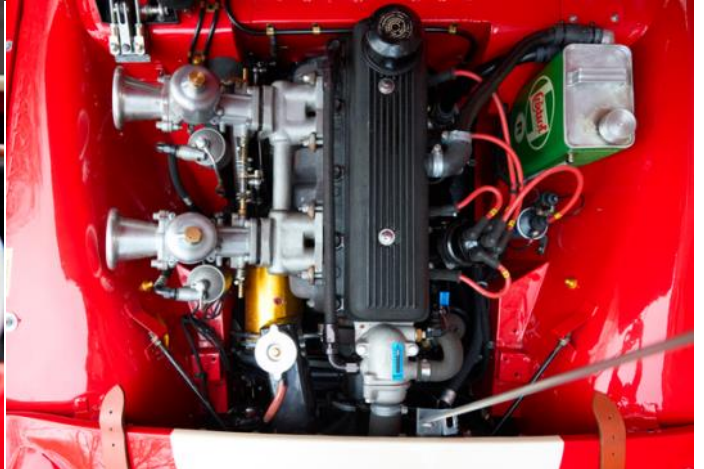
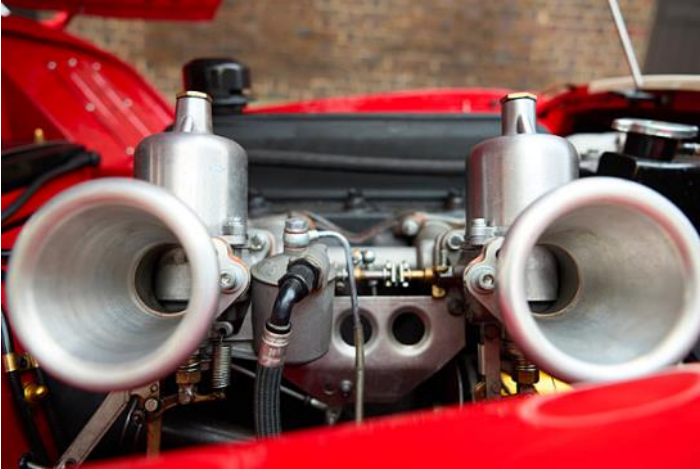
The TRunnion

202403

Broadcasting to Lea Valley Group and the TR world ...



Geoff Gordon's famous TR2 as featured in Magneto magazine



With thanks to MAGNETO MAGAZINE for permission to publish these photos and the cover pictureall taken by photographer Matt Howell for the magazine photoshoot.





42 smiles latersecond TR run of the year in bright sunshine. Now back in the garage and time to write a few words for this page.

Much to read in this issue and we trust you will either come back to read more of the PDF or dial up the LVG website to see this along with a library full of previous Trunnions!

Enjoy driving your TR this year and please get it dirty. They don't have to shine all the time. See the TR6 on page 20.

Chris.

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DEADLINE DATE ... for articles & photos for next issue is Thursday 4 APRIL

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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.



Back on the Road Thanks Tony



This is the story everyone on LVG Whats App was reading at the weekend and Monday morning, when Phil Titchner needed help with his TR3A

Some call him Merlin ...



Phil & Tony tell the story on page 11

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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 LVG ...the Cock Inn, Broom. Book your lunch!

Check our LVG WEBSITE for all you need to know

About, Gallery, Social Scene, Events, Newsletter and Local Happenings !

Click NOW for LVG updates

Just click below to keep yourself updated :-

<https://www.tr-register.co.uk/group/lea-valley>

Photo entries for Calendar 2025?



Take a fine scenic photo with your TR and email it to Group Leader



Group Leaders' Report

Phil Sanford

If you will excuse the pun, March certainly got off to a flying start with our Concorde talk from John Hutchinson. If you were not there you certainly missed a real treat. John was a Concorde pilot for 15 years and he presented an enthralling and entertaining talk on his life at the control column and the wonderful feat of engineering that went into making this world beating aircraft. Afterwards there was a Q&A session where our "very own" Jon Marshall revealed that he worked on the design of some of the parts that went into this aircraft. A special mention to Phil Meldrum who organised the event at Hitchin Town Hall and Christalle Aldridge who did a great job making sure all 46 of us got a tea, coffee, cake & biscuits. At the end of the evening, I presented John with a cheque for £200.00 for the RNLI which he supports. Hopefully we are going to have a different talk in the Autumn, further details later in the year.

Our cars are starting to come out of their winter hibernation with hopefully no problems, but I know that is not always the case. Phil Titchner's TR3A has spent the winter in a Carcoon where it should benefit from being in a nice dry environment instead of a damp garage. Unfortunately, the car is refusing to start and an appeal on the WhatsApp Group has elicited several offers of help. It is believed that the problem is with stale fuel and hopefully it will be an easy fix. The problem of stale fuel reminded me of a part time job I did many, many years ago, repairing lawnmowers. It was surprising how many were sent in for repair in the Spring because they wouldn't start. A quick empty of the tank and a refuel with fresh petrol usually did the trick, happy days!

Cars On Ramps at Robsport on the 23rd of March still has a couple of spaces left, so if you would like to gaze lovingly at the bottom of your car, please let me know and I can put you on the list. It is an excellent opportunity to get a free pre-mot check on the parts that are not easily accessible. If you would like to come along just for a get-together, coupled with a free cup of tea and a bacon and sausage roll also let us know as we would hate to run out of comestibles. Tony's Greasy Spoon Café (by Royal Appointment) is looking forward to welcoming you.

I will leave you this month with the thought, why are we letting go of the English language?

I constantly hear railway stations referred to as train stations, Titanium pronounced as Tie tay ne um, and a marathon (not Snickers) as, marah thonn, perhaps because it is a long way to run it has to have a long pronunciation? I'm sure you know lots more or is it just me who has reached the pinnacle of Grumpy Old Man? Answers on a postcard, or better still email me with the ones that drive you to distraction.

Don't forget to check out our updated events calendar on our website at <https://www.tr-register.co.uk/group/lea-valley/social-report/2023/03/2238/LVG-Events-Calendar>

Phil



"TRs on Ramps" at Robsport



Saturday 23 March ... *almost fully booked but there may be a place left if you **contact Phil TODAY!***

Up to 15 TRs have already booked their time slot for inspection by the Robsport Team on ramps and there will not be time or room for many more. Phone our Group Leader Phil to check if space may be available.

As an extra for those who have signed on for this, thanks to Tony, LVG "Bacon Butties" will also be available!

Thanks Robsport for checking our TRs

01763 262263 www.robsport.co.uk enquiries@robsport.co.uk

Robsport International robsportint

Unit 1-3 North End, Dunsbridge Turnpike, Shepreth, Royston SG8 6RA
Only 10 mins from Baldock (A1) and Cambridge (M11)

LVG 2024 events...

Mike Aldridge

This might be the March update, but first let's talk about a brand new event we have agreed for September.

All Triumph Day @ Shuttleworth is our attempt to replace our annual Shine & Show and you can see our Flyer with details of this exciting event, elsewhere in Trunnion. Get the date of **Sunday 8th September** in your diaries. We are running this in association with Shuttleworth and our chums at the local TSSC. Their annual September show at Duxford has become too costly and administratively complex to continue, so we are joining forces to see if we can make a success of a local single marque get together. Shuttleworth have been most welcoming to us and with the cost of entry being just £10 per car, it is excellent value for the driver and all occupants to get to see around the museum and Swiss Gardens. The full entry price will go to Shuttleworth to assist this Jewel of a destination in Bedfordshire. There will be a raffle to cover the small costs we will incur, with any surplus shared by the 2 car clubs, so to support us get the date in your diaries and let's hope the 8th September is a warm and dry day. Let us know if you think you will attend and we will call for payment nearer the date.

The above will continue to be promoted, but we are now starting to see a few dryer days and Car Club events are filling the calendar. 2024 will give members opportunities to get out and about far and wide.

See our website for all our promoted events (keep looking as more is added every week) and just remember, some need pre booking.

<https://www.tr-register.co.uk/group/lea-valley/social-report/2024/02/2238/LVG-Events-Calendar>

A taster of things on the list, includes :-

17th March – Sunday Club Meeting @ The Cock

23rd March – Cars on Ramps @ Robsport – see elsewhere in Trunnion

3rd April – First midweek pub meet – venue tba.

21st April Drive it Day to Melford Hall Suffolk

Phil & Mike

LVG Events





ALL TRIUMPH DAY @ SHUTTLEWORTH



SUNDAY 8th SEPTEMBER

Bring your Triumph car to Old Warden Aerodrome and get the preferential admission price of just £10 PER CAR - DRIVER & ALL occupants can benefit from entry to this wonderful museum in Bedfordshire, including return visits for 30 days.

Pre booking essential trr.lvg@gmail.com

Payment will be requested nearer the event

Entry via the new entrance in Alder Drive, SG18 9DT - 10am to 5pm

Whats On see LVG website

March



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. <https://www.tr-register.co.uk/...>

April

Wed 3rd - Midweek Pub Meeting. Venue TBA

Thurs 11th - Sat 13th - CACC Springing up Tour - based @ Ufford Park Hotel, Woodbridge. See Pete Muncer for details.

Sun 21st - Drive it Day. LVG will drive to Melford Hall in Suffolk and hope to make it a real Eastern Area gathering joining up with North London Group.

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

May

Wed 1st - Midweek Pub Meeting. Venue TBA

Sun 12th - Shuttleworth Best of British airshow

Sun 19th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Sat 25th - Sun 26th - Shuttleworth D-Day Weekend <https://www.shuttleworth.org/p...>



Smiles Better

A shout of HELP appeared on the LVG Whats App at the weekendfrom Phil Titchner :-

Help! I have taken the TR3A out of its Carcoon to get it ready for the Cars on Ramps. It usually starts very easily. This time, despite a freshly charged battery, it refused to start. I am getting a spark from all the plugs. If I remove the plugs after a number of attempts, they are wet with fuel. The car had a full service at TR GB a few hundred miles ago, so plugs, points, rotor arm and condenser are all new. I have spent two days unsuccessfully trying to start it, with just one short run of about 10 seconds, and am now running out of ideas. All suggestions gratefully received. Do we know of a local TR mechanic who could sort it?

Several replies followed with many suggesting an important ingredient was to top up the petrol with fresh E5. Much correspondence followed with several offers of help and lots of constructive advice.

Skipping some of the chat, now with a dry set of NGK plugs and fresh petrol the TR starts and Phil looks forward to a Monday morning drive.

However, on Monday morning the TR again refuses to start. Depression sets in and Phil is so demoralised he is thinking of selling the car.

Offers of help came in from Tom and Howardand then the message came in from Tony :-
Phil, you sound desperate! I can come over this afternoon. I'll give you a ring.

Tony was now on his way, having suggested that Phil puts the battery back on charge.

Phil: *When I Whats-Apped this morning that I was in trouble, Tony Bannard-Smith 'phoned and said he would come over in the afternoon. He went through the diagnostics very logically, ruled out the electrics and then started on the carburettors. He cleaned out the float chambers and checked all the other parts were working. He decided that the float chambers were not fully tight to the carburettor body and were allowing petrol to dribble from the securing bolts on the underside of each carburettor.*

Tony is now taking up the storyto continue: *These leaks would be drawing more petrol past the needle valves and into each chamber than was needed, i.e. flooding, which Phil suggested was the source of the excessively wet plugs and non- starting. The bolts were tightened by just two flats, the float chamber bodies were then tightly nestling beside each carburettor body.*

We cleaned out detritus from the bottom of the two float chambers, also the mechanical petrol pump glass bowl. The plastic inline filter looked relatively white and free of grot. After manually priming the pump, **the engine sprang into life on full choke and then down to half choke.** Five minutes of running at 1500 – 2000rpm had the temperature gauge off its pin ...and warm enough to drive out for a road test ! (Yippee Ed.)

As some have asked, here is Tony's CHECK LIST

Phil had said that fresh petrol was now added to the tank and that a full service had been completed not long ago. On this basis, several aspects were assumed to already be OK. My approach then was :-

1. Check evidence if spark by separating CB points with ignition on. Check gap and clean CB faces - *All OK*
2. Visual check connections within Distributor, condenser, lead, tight nuts, rotor arm wear to underside peg. - *All OK*
3. Visual inspection of LT connections to coil, HT connections from Cap. Note any aberrations. - *None noted*
4. Remove spark plugs, inspect & conclude, clean, re-gap, replace to 15lb ft tightness. Note any aberrations. - *One a bit slack*
5. Reconnect HT leads, ensure right order (1342), and each cap is tight. - *gave one whole tightening turn on each cap on the HT leads*
6. Inspect carburettors – leaks, looseness, linkage operation, evidence of flooding - *Petrol leaks and 2 loose float chamber bolts*
7. Strip as required, check pistons move freely, check needle valves close off, floats not punctured, clean out deposits, refit. - *All OK*
8. Re-connect petrol hoses & clips, clean petrol pump glass bowl. Check for petrol leaks along pipes, rubber hoses, tight clips, etc.
9. Try starting engine. - *IT STARTED* ***If it hadn't started I would have gone to:-***
10. Check CB point gap 15 thou (or better a dynamic Dwell angle measurement: 37* +- 5* once engine running)
11. Re-set distributor timing manually on No 1 cylinder – then with strobe gun. (4* BTDC @ 1000rpm, 15* BTDC @ 2700rpm)
12. Start Engine - repeat steps 10 and 11 with engine running - refine as needed - or overrule and set by ear.



Thanks Tonyfor not only helping Phil but also on returning home, taking time to meet my deadline for this TRunnion issue.

What a scoop !!

Cheers, Chris (Ed.)

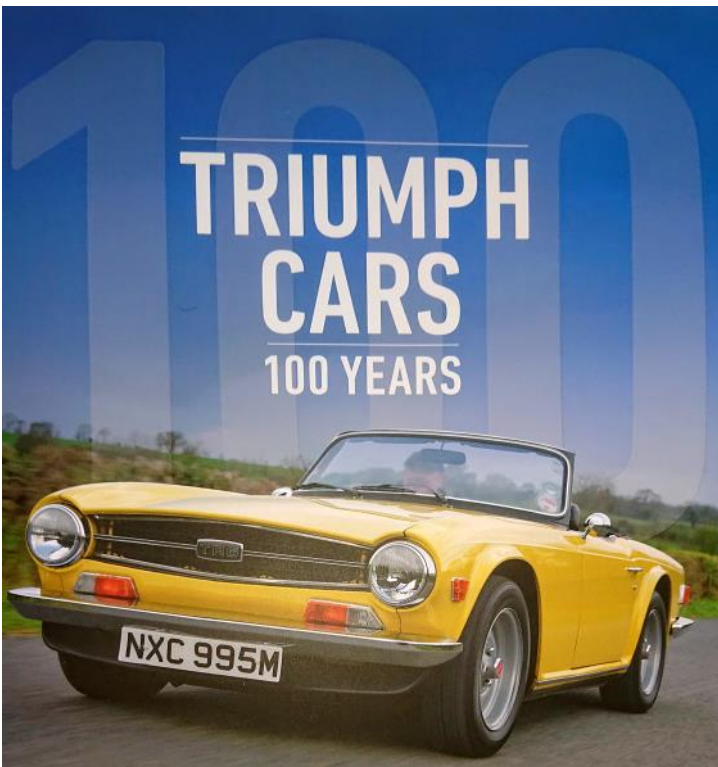


Triumph Cars - Ross Alkureishi

Editor's review This new book covers the whole history of Triumph. First Triumph to be built was in 1923 ...the Triumph 10/20 and by 1930 the Triumph Cycle Co. had become Triumph Motor Company. All the brand changes are mentioned and includes the Standard years beginning in 1944 ...and the associations with Jaguar. The range of saloons and roadsters are covered peaking with the introduction in 1953 of the TR2.

The stylish 1950s cars and on to the Leyland years, and associated engine and styling developments. Triumph in motorsport is also highlighted ...with rally cars in particular. Also features the Group 44 race cars!

The book is illustrated with many historic, contemporary and racing photos as well as detailed text.



The TR7 was launched overseas in 1975 ...the year I bought my TR3A. It wasn't to everyone's taste, including mine. The Austin Princess and TVR Tasmin also showed the trend for a wedge shaped design. I remember that the Editor of Motor Sport magazine remarked that the TR6 was the end of an era. Those who already owned earlier TRs were generally not too excited by the TR7.

That first year of launch in the USA was also alongside the continuing export of TR6s into 1976. The demand for the TR6 was still high but due to British Leyland strikes, thousands of potential TR6 customers were unable to receive their order.

The TR7 was sold first as a fixed head because of the threat that "soft top" cars were to be unacceptable under new USA regulations. Too late, approval was granted and demand for soft-top TR7s caused production delay as the body needed strengthening in the conversion to the proper sports car look. It was now a more attractive car, especially with the hood down.

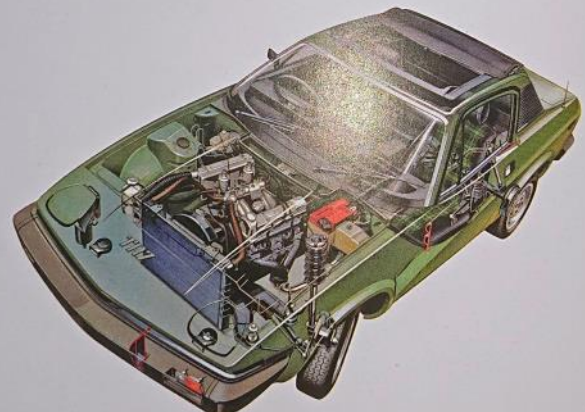
1976 saw the UK launch of the TR7 ...and I got my first and only test drive in a car from the press fleet (one of only a very few) ...a TR7 Sprint.

Understandably, TR7 owners who were looking to join a club with their new cars were disappointed in not being welcomed by the TR Register, or not very enthusiastically anyway. It was therefore not surprising that the TR Drivers Club was formed. Many years later now, I am surprised that this small club still existsas the TR family of all varieties are equally welcomed and at home together in the one major club for ALL TR owners that is the "TR Register".

Chris.



Harris Mann's 1971 styling concept 'Project Bullet' combined a futuristic edge and a dynamic aesthetic, but the design that he considered 'rather wild' would find itself somewhat watered down come the production of TR7.



The new TR7 ditched its predecessors' separate chassis/body set-ups in favor of a much stronger monocoque construction with the steel roof integral to the structure. This would later make engineering a drop top version a substantial undertaking.

Hornby "WonderWorks" visit

"little" different in Margate



This venue is open 7 days a week and a midweek visit is envisaged to minimize traffic conditions, date TBA

For now just register your interest with Phil or Mike, at Lea Valley Events tr1vg@gmail.com

The plan is to arrange to travel together in moderns, share travel expenses and the entrance fee a whopping £250 (Concession)

<https://www.wonderworksmargate.co.uk/visit/>

If you have watched a program on the TV called "A Model World" you will know that it features four famous model brands from our pasts which need very little introduction Hornby - famous for model railways, Scalextric - model slot car racing, Airfix - plastic model kits and of course Corgi for Die cast model cars. This is a visit to these premises in Margate and the visitor centre or as its now called "The Wonder Works" which displays goods from the aforementioned company with the obligatory shop at the exit where you can loose a few pounds with a take home purchase. On site there is also a cafe on site for a light lunch or another venue can be chosen very easily. A stones throw away is RAF Manston which can also be visited on the same day if there is enough interest - get in touch

Having seen on the TV programme "It's a Model World", the WonderWorks hobby experience at Hornby in Margate, it just seemed like a thing that boys would do, to take a visit and see toys from their childhood. Despite the 21st Century kids enjoying AI., PC's and social media, the 4 main products of Hornby trains, Corgi models, Airfix and Scalextric are all still going strong today. WonderWorks gives you the opportunity to see the development of these iconic brands and get interactive with them.

Members from LVG, North London and Essex converged for a day of fun, although the majority shared cars, going in their moderns, there was one TR6 in attendance. Well done Pierre and with the weather unseasonably warm, it must have been a great drive out.

After WonderWorks, some stayed for refreshments, but most found their way to RAF Manston History Museum for their refreshments and a look around this ex RAF station, that first became operational in 1916. The station closed in 1996, but the museum is keeping its memory alive.

That just about concludes the Jolly Boys Outing, but below are a few more photos from the day, courtesy of Pierre and Howard.





Pete Muncer



My TR4A definitely is affected by the winter (aren't we all?) and probably suffers from SAD syndrome. Several unsuccessful attempts were made to coax the car into life when temperatures were hovering around zero - but at the end of January, with the arrival of a positively tropical 12 degrees, the car responded (I won't say quickly but in its' own time) and eventually spluttered into life. I had made sure that the battery was brimming with volts this time, so maybe earlier attempts just didn't have a bright enough spark (including the bloke behind the wheel) – no doubt the technical gurus will have their own thoughts. The car was booked in to JB Sports at the end of February for a pre-season service, when it was fitted with some LED lights, and electronic ignition, which seemed to make the car more responsive on the short run home (and which I hope will assist the starting up exercise). Incidentally for any readers new to these Mutterings, in LVG it is a well-known fact that I do not get my hands dirty these days (if I ever did).

I have been doing a weekly warm-up and local run since the car has been awake again. On one of these trips, I was driving along the A414 dual carriageway between Hatfield and Hertford, doing about 60 - I came up behind a couple of cars going a bit slower, so just motored past them – then approaching the next roundabout, one of the cars I had overtaken came rushing past (but almost silently), with late braking into the roundabout, and then settled down again about 100 yards in front. Clearly, being passed by a classic car upsets some people – or maybe a case of a tosser in a Tesla?

A snippet from an article in a recent Classic & Sports Car mag – apparently there are 874,000 classic vehicles (registered or on SORN) in the U.K., accounting for just 0.22% of total transport emissions, with the average annual mileage per vehicle being 1200 – so even with my measly mileage of just 1500 in 2023, I still did better than the national average! According to our illustrious Group Leader, the LVG annual average is approx. 3000 miles, although Graham Teeson did nearly twice that in a month! The article goes on to discuss the research into biofuels and sustainable e-fuels – it seems possible that the current high price of e-fuels may be approaching that of fossil fuels in ten years' time (maybe because fossil fuel prices will have sky-rocketed, rather than e-fuels getting cheaper – or am I just being a cynical old so-and-so?).

Later this month, we will be spending a weekend near Woodbridge in Suffolk, carrying out the route recce for the CACCC Springing Up Tour (April 11th-13th). These days Sue and I tend to combine a route recce trip with staying in a local camp site in the VW camper, usually near a hostelry. Hopefully the weather for the tour in April will be kind, and allow folks to get their tops off (I say, steady on!).

I have been asked in the past why do you have to go around the route beforehand – and I suppose the answer is that you don't. A few years ago, I compiled a couple of route plans as a descriptive narrative only, with estimated mileage info, no Tulip diagrams, just using signpost details. Now I won't say that the tours were not a success, but clearly folks much preferred having more detailed route instructions, as on many previous tours. Last year, just for a change, we did a tour organised by the local club down in Glastonbury, and the inclusion of Tulip diagrams with mileages between junctions might just have kept us on route (although local knowledge of the area always helps). I use maps and Google Earth to do much of the preparation pre-event, but there is no substitute for driving the route, obtaining accurate mileages between junctions, checking signpost names, etc. However much you prepare beforehand though, on the day unplanned road closures and the like can disrupt the best plans – CACCC tourists are advised always to bring a road atlas! Incidentally, having plotted the routes for the Springing Up and Tibbles tours recently, some areas are much easier for designing a route than others – in Suffolk a 120-mile route required just 8 pages of road book, while the "local" Tibbles Tour needed 15 pages (with 3 pages just to circumnavigate Northampton) – maybe it would be easier planning a route in the Scottish Highlands (until the only road between Auchtermuchty and Invercockaleekie is closed).

On the topic of tours, arrangements for the final tour of the CACCC season, the Falling Down Tour, have been confirmed now – based at the **Sudbury House Hotel, Faringdon, Oxfordshire, September 20th-22nd**, with the tour itself on Saturday 21st – more details later in the year. It does seem that I will have some assistance in preparing the tour road book this time - I'll compile it, while someone else will carry out the route recce – the "someone else" being one of my predecessors as "Route Master", who lives in the area – wonder if he fancies making a comeback?

The F1 season has just kicked off, but of course the big news recently has been all about Sir Lewis, who is leaving Mercedes at the end of this year and joining Ferrari for 2025 and beyond. Hamilton clearly is determined still to achieve his record-setting eighth championship, and feels that Mercedes no longer are his best chance of achieving this – time will tell. He will be 40 when becomes a Ferrari driver next year – the only drivers to win the title in their 40's (see pics) were Farina in 1950 (aged 44, his only title), Fangio in 1957 (46, his fifth title), and Jack Brabham in 1966 (40, his third title) – so Hamilton will be going against the flow of the last sixty years or more if he does become champion again. It would be rather ironic if he did win the title in his last year with Mercedes (although Mad Max may be an obstacle to be overcome first). Incidentally the youngest-ever champion was Vettel in 2010, aged 23 years 133 days – just beating Hamilton (2008, 23 years 300 days).

Verstappen's team Red Bull has been in the headlines also recently – team boss Christian Horner has been the subject of an internal investigation, apparently accused of "inappropriate controlling and coercive behaviour" towards a female team member (I don't know what that actually means either). Apparently the report of the investigation (carried out by a KC) runs to over 100 pages – the mind boggles. Rumours have been flying around about dissension within the team at senior level, but whether any of this will impede Max's attempt to win a fourth consecutive title, again time will tell.

As many folk will know, I am a member of a golf club. Now I have always thought that the main function of a golf club was to provide facilities for exercising your niblicks – however it appears that these days, that is not enough – walking into the club house the other day I was confronted by a newly installed large display screen, with the words **Vision / Mission / Strategic Plan** appearing in large letters. I was going to ignore all this, but the next day an email arrived from the club chairman, going into much detail on these topics. So if a golf club finds that this sort of approach is necessary, do we need something similar for LVG? As for me - I am having a cataract in my left eye sorted out soon, so that's Vision dealt with. Mission - go to a chiropractor. Strategic Plan - get in and out of the TR more easily and enjoy the classic season!

Pete .



Fangio



Farina



Believing in Warranty

Tony Bannard-Smith

Whilst in the middle of the June 2023 Wolds Run Rally in Yorkshire, my friend Richard (he with a huge love of the MG brand) stood beside my car as I started the engine, and announced he thought he could hear a slight exhaust blow from the silencer directly under where I was sitting. "Well that will be interesting..." I said, "... it's a stainless steel system."

A few days later, on being invited to inspect his 15 strong collection of MGs and dating back to 1932, he suggested putting my Triumph TR3 up on his ramp and taking a look. Sure enough, we spotted a line of rusty holes around the lower edge of the first silencer's end plate.

When home, I searched my lever arch file of receipts and other scribbles, sure enough I found its invoice. Purchased as a Falcon Stainless Steel unit in 1992, along with those famous words: 'Comes with a life time Guarantee'. Now as you will know, lifetime means the lifetime that you own the car..... but I've owned this car since 1978. Time for a claim!

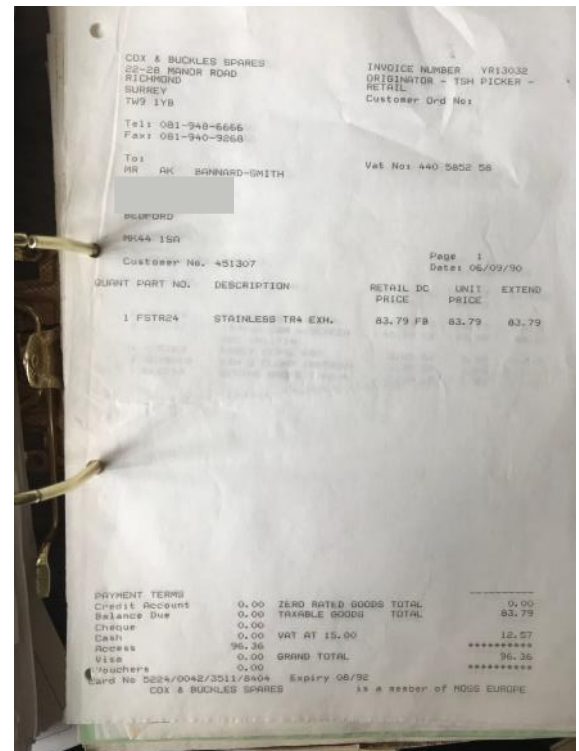
Thinking ahead, and in advance of removing the blown unit, I purchased a new one from Moss Europe along with their bag of new fittings. This meant the new one went in with any new clamps & brackets needed. The change-over was done in a day and KDB 722 was back on the road.



Contacting Moss, the successor to Cox and Buckles, my images and conversation had Adam Chignell , R & D Technical Support agreeing to make a claim on Falcon. Progress was slow, and quite a bit of persuasion needed as Falcon Exhausts apparently was sold some-time back. The new owners hesitant to honour a previous incarnations warranties. Patience paid off as after 5 months we had success. The cost of the original unit was refunded directly into my bank account. Very satisfying, and Adam was pretty pleased too !

Sincere thanks to Adam Chignell of the Moss London office. They are a company that after 33 years of a Warranty we're just as interested in making a claim as I was. It's clearly worth fostering a good relationship with such a supplier.

Tony.



Get dirty TR6



*TR6 on a rally stage at Cheshire Showground
on the HRCR "Tour of Cheshire"*

2nd March 2024

...noting the negative camber and slipping in the mud.

LHD ...with those ugly over-riders, USA



Memories of a Tour Organiser

Chris Glasbey

Google Maps provides a useful means of checking areas of the country before plotting the final route of a Scenic Tour but that wasn't always the case.

An event with all the fine detail in place does take much commitment ... and many of the successful tours that I have organised over the years began in the planning stage a year before tour date.

Finding the venues was most important....and the route plan fitted around these, bearing in mind approximate time and distance. Pat, my navigator and wife, loves OS maps and she would then seek to plan the tour route. We would sometimes argue about parts of the route as it was important to get the balance right and include a % of A, B and white roads. I know that if we have too many narrow lanes, some cars will get "choked up" and need a few miles of A road to clearbefore the next scenic lane.

Apart from TR Register events, Pat and I enjoyed tour planning for the earlier years of Sporting Bears Motor Club. I had the advantage of charity fundraising for these tours, which helped in being able to add in a few track drives, including the Lucas Test Track (high banking on corners), Shelsley Walsh Hillclimb, Oulton Park and Knockhill Race Circuit. It was wet at Knockhill and I remember a TR5 spinning off and bringing mud onto the trackall was safe.

Tours were costed and I was able to work out the minimum car entry to make it viable and the maximum we could cater for at venues and also car parking. Setting a deadline date for entries was important and I obtained the best discount rate for any hotel that we were to be based at, including a cancellation date for not incurring any costs should there be a lack of response from members. I would of course seek discount rates at other venues on the tour.

Some of the tours may have had around 25 cars whilst a few were up to 60 plus. The only special event that should have been cancelled but went ahead anyway was that TR Register Tour of Britain 1986only 6 cars but we had a great time, and no social media to spoil it.

I will base the rest of this story on the last tour that Pat and I organised before retirement from tour planning ... "The TR Register Triumphant Welsh Classic (supported by Racetorations) 2015" The tour dates were



19 & 20 September with planning starting a year before then. This tour was also open to other classic cars plus a few modern sportscars.

The tour base was to be the Metropole Hotel, Llandrindod Wells. With ideas in mind from previous visits to this part of mid-Wales we headed off for a 2 night autumn break in my VW Caddy van (comfortable and our best tour planning vehicle). Day 1 would see us plotting the Saturday route and calling in person to speak to contacts at the various venues. Working out rough timings we would then decide to cut out part of the route as time and mileage were too much. The route is not timed but the estimated stopping time at each venue has to be calculated....and usually the first cars are departing as later cars are arriving, which assists with car parking space.

The second recce took place in early Summer 2015. This time it was to be part of a weeks holiday in that part of Wales, allowing for a few days of route checking, altering where necessary and then confirming OK.

Memory of note with regard to one of the mountain passes. All is generally good for touring over a weekend (except for the odd car you may meet) but not for us this particular week day! We had just climbed the Devil's Staircase when suddenly my rearview mirror was filled with a large truck cab. I drove as fast as I dared until reaching a wide enough bend to pull over. A blast on his airhorns and this giant logging waggon sped by as we watched it dive down the road and then turn off and climb into the forest. Phew !!

We returned to Wales (from near Cambridge) for the 3rd and final "dress rehearsal" run, with just a few weeks before the event. Fingers crossed that there will be no roadworks or road closures on the day!

What do we claim for as event overhead costs? A % of the entry fee covers all petrol costs for the recces, based on a minimum number of entrants and we pay for our food and accommodation. The event then also pays for our food and refreshments on the day.

Marshalling the carshow to do this with nobody designated for this role alone. We had a polite word with some of the LVG entrants before the event. They were set to organise the line up of cars and set them off on the appointed start time, at one minute intervals and then follow behind. Meanwhile, Pat and I were ahead of the entrants and ready to marshall them into car parks at each venue. Yes, we did wear yellow tabards and all went to plan.

For this particular tour (using tulip diagrams) I made it clear that a Navigator is required but still one person arrived on his own (a non-entrant). He paid full price for everything and tagged behind his mate. Nothing I could do about it but I wasn't pleased.

More grumbles included one couple who decided not to drive the last leg of the tour to the Sunday Lunch finale at the hotel because they would rather head back home to Scotland than finish the tour first ! Also, two of the early cars to finish ...rather than wait until the appointed lunch time in our private dining room when all cars had arriveddecided to have their own lunch and depart early. No, it's just not cricket, is it!

We finished on a high overall ...and very pleased with the feedback, which made it all worthwhile. Now we can enjoy tulip type Scenic Tours as an entrantand we generally average 8 tours per year.

Hats off to the organisers of all touring events. If the entrants give praise at the finish, then you can bet that many hours have been put in to get that result.



Chris.



Talking CONCORDE Tuesday 5 March 2024 *a great evening organised by Phil Meldrum & the LVG team*



Photo: Mike Aldridge

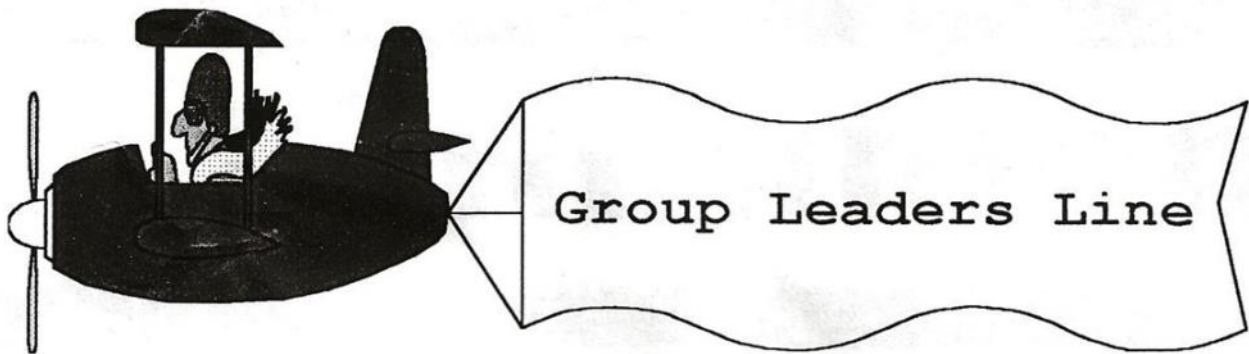
45 members and friends filled the Lucas Room at Hitchin Town Hall, here to see John Hutchinson tell his story of the 15 years he enjoyed as a pilot of Concorde.

John was certainly passionate about his subject and it was obvious that he enjoyed the experience of flying Concorde. Following the hours talk, including a couple of short videos, there was time for a Q&A session. One of the questions raised was whether Concorde could have been kept flying for longer? The main issue was the Air France disaster, otherwise, because the aircraft were so highly maintained, John suggested they could have remained in service perhaps for another 10 years ?

From the admission fees for this event LVG were able to give John a cheque for £200.00 for his favourite charity, the RNLI.

ARCHIVES....

Phil T. Nov'98



The lunch meeting held at The Station Hotel Knebworth to celebrate 25 years since the foundation of the Group, was a great success. There was a large attendance which included a lot of the early members (I hesitate to say older members) and included all the Group Leaders since the Group was founded. There was also a good turn out of cars including "is that really ***** driving his own TR". I intend to write a Group History for TR Action so if any of you have pictures, anecdotes etc. that are suitable for inclusion please let me have them. Well done Eddie for organising the event. It is a tribute to our Group's membership that not only are we one of the oldest groups but we are, and have always been, one of the most active. Some groups have seen a rapid decline in their attendance's and it is important that we always continue to work hard at being active as complacency is a terrible thing to get out of once it sets in. I am confident that this will never apply to us!

Eddie has recently returned from Holland where he and Jean were guests of the Dutch Group. Eddie was invited to take his TR2, OVC276, to re-unite it with Gatsonides but unfortunately this did not take place due to illness. I wonder how popular Gatso would be in England now that his name is synonymous with speed cameras? Although Eddie did not meet Gatso he was able to re-unite OVC with one of the other works rally cars that was part of the same works team in some events. (and I think finished close behind OVC). Eddie also gained experience in exploding exhausts and in stainless steel welding and I think he will soon be gaining experience in lifetime guarantees.

The Group AGM will be held at the December Club Night and I hope as many of you as possible will turn up to elect and support your new committee. You probably do not realise the amount of time that committee members spend, purely voluntarily, in organising events and in making sure everything runs smoothly. In order to do this it is essential to know what members want and expect so do make use of the AGM. (it is also very demoralising for the committee if they do not see that they are supported).

A number of winter time events are in hand so watch out for these in the newsletter. Where we can we will also invite other local groups to take part.

See you at the AGM.

Phil Titchner

ARCHIVES

TR Register Goodwood Sprint 1

TR REGISTER'S SPRINT

After weeks of preparation, it was finally the day to 'burn rubber' at Goodwood. A 4-car rendez-vous at Cuffley was followed by a picturesque drive through Sussex to our camp site near the race circuit.

While the kettle was being heated for a much needed coffee (sorry Graham much needed tea) there was much amusement while the people who knew what they were doing watched those who didn't, attempt to erect their (borrowed) tents.

For those participating in the sprint it was necessary to get the cars scrutineered, which proved to be much more stringent than expected. Mutterings came from the scrutineer like "Mmm wheelbearings need adjusting, pity about the toughened windscreen, no fire wall" and then when Graham's crash helmet was pulled until it made cracking noises, I was sure that neither of us would be allowed to participate. Fortunately the cars were cleared for the practice day only which was all we'd entered for anyway!

The TR Sprint gives the novice 'racer' an excellent opportunity to gain some expert tuition and then to put into practice what had been learnt by burning round the race circuit. Eventually, with crash helmet, revving engine and racing heart, Graham and I took our turn for the tuition session.

"O.K. mate, you're the last in this group of five cars; go on the signal and remember no overtaking!"

"WHAT?"

"I said no overtaking"

"No - what about the tuition?"

"Oh you missed that: it was at 11.00 this morning!"

With an adrenalin level, ten times normal, I sat exchanging gestures of dismay with a pensive-looking Graham.

The TR4A in front zoomed off, followed by me some seconds later. The first lap of the 3 was spent trying to remember the sequence of bends and getting used to using the whole width of the road. Fortunately I could see the stop lights on the 4A in front, which gave some warning of approaching hazards - but these soon disappeared out of sight. Not wishing to be made to look like a complete novice by these non-injected TRs, I thought the best thing for it would be to catch the car in front. With screeching tyres and revs higher than is prudent with an old engine, I eventually caught the car in front and then kept with it for the remaining laps.

You may have been there But did you get the shirt ?

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Fleece M or F £28.20

The Back Page ...

Hi Chris,

I think that What's App tells most of the story. I was confused because it started yesterday (Sunday), after a couple of days messing about but then would not start again this morning. It had been away in the car shell since November but nothing had changed to any of the settings, etc.

When I whatsapped this morning I was still in trouble....and Tony Bannard-Smith 'phoned and said he would come over in the afternoon. He went through the diagnostics very logically, ruled out the electrics and then started on the carburettors. He cleaned out the float chambers and checked all the other parts were working. He decided that the float chambers were not fully tight to the carburettor body and were allowing air to get in ...which could have the effect of making the mixture too rich. The car then started easily and we went for a short drive.

I am very appreciative of the help that I got from Tony and the support and advice from other members of the Group. Perhaps I will not sell it just yet !

All the best,

Phil .

If not words.....some of you must have some fine quality photos you can send in for use in TRunnionno matter when they were taken ?!

Send to: **chris.trunnioned@btinternet.com**