



The TRunnion

Broadcasting to Lea Valley Group & the TR world

202404 April



**TR4 project for the weekend ?
Call Simon at "Robsport"**

...tell him you heard via TRunnion ...

Bursting 4th in a 6



Springtime is hereand Pierre gets close to nature in his TR6

No daffodils were harmed in the taking of this photo



Editorial ...

Where were you last month? Only 7 of us at The Cock and we were instructed to sit in the front room instead of the BARN ...so one member turned up and thought the meeting had been cancelled. Hope that never happens again. It's not just about the eatingmembers will arrive for a drink and chat in the ideal meeting room: **The BARN at The Cock Inn.** *Having said that, I must thank Nick, Michelle and all the staff at The Cock for the very good food, beers and service. The roast dinners are a favourite for Pat and I. Best home for our LVG monthly meet.*

DRIVE-IT-DAY !!! ...more members need to sign up for this. Still time if you **contact Phil TODAY !**

Read Phil's report also regarding a proposed change of name for our club. I am for keeping **TR Register.** This is what we have been called for over 50 yearsjust explain that we are a car club for owners of Triumph TR motor cars. Younger persons are not bothered anyway, so it's up to the ignorant to find out. I am sure we will all have to vote for a change in the future (and the cost that would also be involved).

Happy Spring TR driving.

Chris.

* as below ...now Tahoma, size 11

What's IN

- 4 **CLICK for LVG updates**
- 5 **GL Report**
- 6 **ALL Triumph Day**
- 7-9 **TRs on Ramps**
- 10 **What's ON**
- 11-13 **Grumpy Mutterings**
- 14 **Archives with P.M.**
- 15 **Pimento Red Touring**
- 16 **Hillclimbing Bears**
- 17 **Regalia**
- 18 **ALL TRIUMPH DAY**
- 19 **Seesaw TR3A**
- 20 **Braking Power**
- 21 **TR action Archives**
- 22 **TR action Cover'99**
- 23 **Back page on TRack**



DEADLINE DATE ... for articles & photos for next issue is **FRIDAY 3 MAY**

=====

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

Keep the text small, if possible: TAHOMA, font size 11

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.



LVG Committee 2024

GROUP LEADER : Phil Sanford

T: 07919—037321

E: p.sanford051@btinternet.com

TREASURER : Phil Meldrum

E: phil.meldrum@btinternet.com

EVENTS : Mike Aldridge

E: mikealdridge@virginmedia.com

TRUNNION EDITOR : Chris Glasbey

T: 01223-833700

E: chris.trunnioned@btinternet.com

TECHNICAL ADVICE : David Dawson

T : 07785-502830

E : xd.xp@btinternet.com

ARCHIVIST: Tony Bannard-Smith



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

Firstly, congratulations to Luke Searle and his partner Emily on the safe arrival of baby Olivia. A new home and a new baby, they don't do things by halves!

Spring has sprung and Easter is behind us so it must be the weather to get our cars out, or it would be if it stops raining long enough! Talking of rain, I had to drive up to Gaydon for the Group Leader's meeting in my TR as the day car had a puncture. It poured all the way, and I'm sure you have noticed, unless you are very lucky, that TRs are not the best cars to drive in the wet. The windscreen mists up, the wipers are not the world's best and water comes in here and there. I arrived safely and the drive home was in glorious sunshine, it just meant that I had to give the car a thorough wash when I got home.

There is not a great deal of new stuff to report from the GL meeting. There is now a 3-year plan in place to ensure that the club survives for at least another 20 years, more details should follow in TR Action. Ticket sales for the Inter Club Weekend are going well and the event should turn a profit. There will not be a weekend event next year but there probably will be several 1-day regional ones. The old point of changing the club's name to reflect it is a car club not just a register was again mooted. The suggestion is the Triumph TR Car Club, what are your thoughts?

Cars On Ramps at Robsport on the 23rd of March was a great success with 13 TRs going through the workshop and several members also coming along to join in the fun. We are indebted to Simon and all the staff at Robsport for making us very welcome and doing a great job checking over our cars. A special thank you goes to Tony Bannard-Smith who interrupted his holiday to come along and set up Tony's Greasy Spoon Café. Not only did he interrupt his holiday but he had to forego getting his TR on a ramp, as all the food and cooking gear would not fit in his TR so it was his trusty day car for him. Once finished he had to drive back to join Barbara and carry on with their holiday, what a star.

Our first mid-week evening meeting of 2024 got underway at the Chequers at Bragbury End near Stevenage on the 3rd of April. Four intrepid members turned up in their TRs, obviously keen to give their headlights a check out on the drive home, they were joined by several others in their moderns. A very convivial evening was had by one and all with the last people leaving well past 10pm. Look out for the email with details of next month's Wednesday meeting, please let us have suggestions of a suitable venue in your area.

If you want to join us for the Drive It Day run to Long Melford on the 21st April please do not delay in getting in touch. It is likely that the Sunday meeting at the Cock will be very low on numbers this month as most of the regulars will be on the DID drive.

You will see in this issue of TRunnion a poster for the new **All Triumph Day** to be held at Shuttleworth on the 8th September. We are organising this jointly with the Herts & Beds TSSC group. It is open to all models of Triumph cars or derivatives, with entry at £10.00 which covers the driver and all passengers. This is great value and the tickets you will be issued with will be valid for a further 30 days and gives you full access to the museum and Swiss Gardens. Please let us know if you would like to attend by emailing trr.lvg@gmail.com We hope to have well over 100 Triumphs attending, and maybe as many as 200, it could be the largest gathering of Triumphs in the east of England in 2024. A really good turnout from the LVG would be a great help to us in reaching that target.

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



Don't miss this

**Probably the largest
Triumph gathering in the
East of England**

See page 18



**ALL TRIUMPH DAY
@ SHUTTLEWORTH**

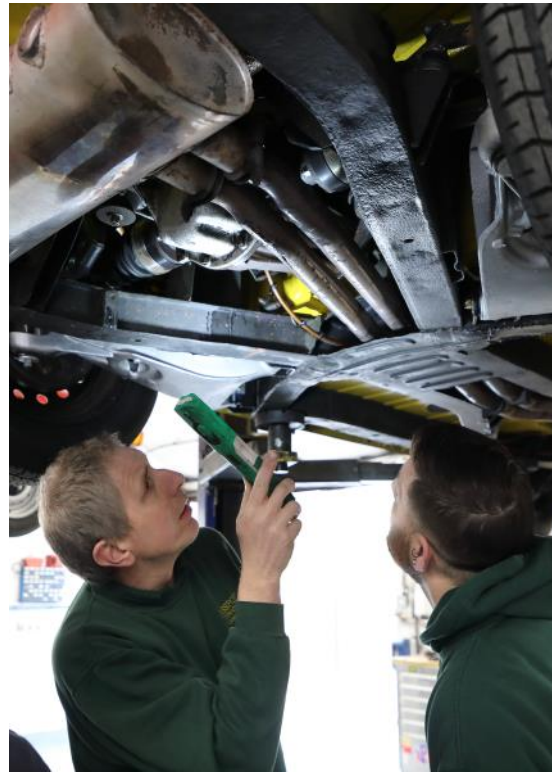
**Diary date :-
Sunday
8th
SEPTEMBER**

"TRs on Ramps" at Robsport

Robsport, our local TR specialist, hosted "Cars on Ramps" for us on Saturday 23 March. Simon, Robsport's owner, generously dedicated their Saturday morning opening to giving our TRs the once over by mechanics Ben and Andy. We could easily walk under the cars and see for ourselves what condition the chassis and running gear were in. This was much appreciated, as the older we get the more difficult it becomes to explore the nether regions of our cars! Thankfully very few problems were found and after the odd minor tweak, all 13 cars were able to safely drive home.

Tony Bannard-Smith set up "Tony's Greasy Spoon Café" and did a great job rustling up some delicious bacon and sausage baps. Several members also turned up just to join in the fun, partake of the lovely grub on offer and buy a few spares. This was our first COR since 2020, due to Covid, and it was certainly a very welcome return.

The morning was rounded off by taking the Robsport staff down to the Green Man for a reviving drink after all their hard work. All in all, I think this was the most successful COR for many years. Even the weather played ball and the predicted rain held off until the end. Once again, our grateful thanks go to Simon and all the staff at Robsport.



Andy

Ben

Phil.

Thank you to all the Robsport Team



Robsport
Since 1989
INTERNATIONAL



1989
34 Years
2023

WORLDWIDE
MAIL ORDER SPARES
specialising in
TRIUMPH TR7, Stag,
Dolomite, Saloon,
TR6, TR8 etc

WANTED
YOUR
CLASSIC
GOOD PRICES PAID
TEL: 01763 262263








FULL
WORKSHOP
FACILITIES
NO JOB
TOO BIG OR
TOO SMALL!

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

 [Robsport International](#)
 [robsportint](#)

CARS
FOR SALE

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





Whats On see LVG website

April

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

Note: Many of us will be out in TRs for the DRIVE it DAY

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...>

June

Sat 1st - Sun 2nd - Shuttleworth Military weekend.

Wed 5th - Midweek Pub Meeting. Venue TBA

Sat 8th - Halls Green Classic Car Show. Letchworth Car Club.

Sun 9th - Luton Festival of Transport

Sun 16th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

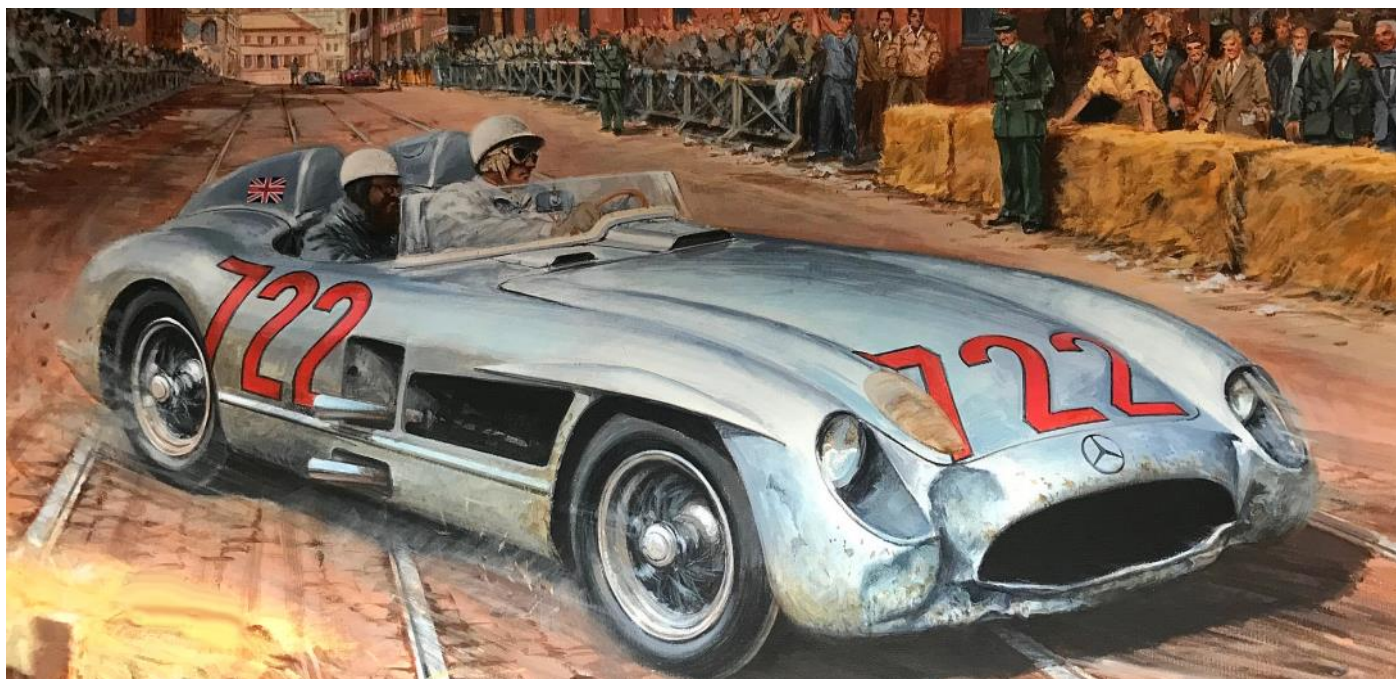
Sun 23rd - One Day Tibbles Tour with CACC. See Pete Muncer for details.

Sun 23rd - Standard Triumph Picnic. Walton Hall Hotel, Warwick, CV35 9HG

***Fri 28th - Sun 30th - Inter-club International Weekend. Malvern Showground. LVG are going and some are staying the whole weekend at The Abbey Hotel.**



Pete Muncer



I was pleased to see from last month's TRuncheon, that our Group Leader has joined the select ranks of the Grumpy Old Men – I have been a member for years. Last Christmas, no.2 granddaughter, gave me a glass for sipping whisky, beautifully engraved with the word – you guessed it, "Grumpy". I share our GL's concern regarding the English language – browsing a model railway forum the other day, I came across some words new to me – "embiggen" and "cromulent" – apparently both now are included in a U.S. dictionary, but were first invented in an episode of "The Simpsons"!!

Reading about Phil Titchner's problems starting his TR was gratifying in one way (for me, not Phil), as clearly I am not alone in battling to start my TR4A after the winter. The recent fitting of electronic ignition to my car definitely was a worthwhile exercise – the engine now fires up after just a few turns of the key (once fuel has been pumped through), which it has not done for years. Once on the road, the car seems to be more responsive and runs more smoothly – further report after the first tour of the year. The other improvement is in the cockpit (no, I'm still the idiot behind the wheel) – there is now a bright and audible indicator warning, so there is no excuse for driving along flashing my new LED indicators at folks where not required.

The TR has been out on more local trips following its' service at JB Sports in February – with the amount of rain that has fallen in recent weeks, finding a route without puddles has been a challenge at times – so the car recently has been fitted with new wiper blades (just preparing for summer). However, the CACCC Springing Up Tour route recce in Suffolk at the end of March was not carried out in the TR – obtaining accurate mileages from a speedo on a 59-year-old car is asking a lot, so the campervan was in use. The other advantage is that if you can get a VW T6 camper down a narrow lane, then classic cars should have no problem – although a Rolls Silver Shadow, which is one of our



regulars, has a pretty big footprint. On a tour some years ago we were following an Aston DB7 (also relatively large) down a narrow lane – luckily he found the combine harvester approaching from the other direction first! These days I tend to plan routes using B-roads as much as possible, depending upon the area – Suffolk has plenty of them. Once again, it proved worthwhile carrying out a route recce pre-tour, as a couple of junctions were “discovered” which had not been spotted either on the map or by Google Earth.

I had not realised that the Triumphant Welsh Classic back in 2015, was Chris & Pat Glasbey’s final event as tour organisers – we did the tour and thoroughly enjoyed it. A couple of incidents come to mind – firstly, an early start was required on Day 1 of the tour – this resulted in the unprecedented sight of my fellow CACCC organiser, John Tarbox, actually arriving down for breakfast at 7.30 – on CACCC tours you would be lucky to see him before 9.30. Secondly, the start procedure was most efficiently carried out by LVG – Paul Richardson flagging us off, and Pierre Miles giving us a finger-by-finger countdown – at least, I think his gesture at 2 seconds to go was part of the countdown. After the tour, we drove up to Shropshire to see Phil & Sue Jones (former Editor Phil created the TRunnon title). After leaving Shropshire, we had an exceedingly soggy journey back to home on the A5 and M1 – deep joy in a classic car. I guess that nowadays, tours in Wales would have to be very carefully planned to avoid the 20mph limit in towns and villages as much as possible (although the disease is spreading, as we found a few instances of 20 zones in Suffolk).

The pic of a TR6 in last month’s TRunnon getting slightly dirty, prompted me to dig into my archives, and I came up with the attached pic of our Escort Mk.1 on the AP Stages Rally back in the dim and distant past – now that’s **DIRTY!** (this month’s competition – what colour is the car underneath all the grime?).

The Springing Up Tour will have taken place by the time you read these Mutterings. At the time of writing I am waiting for a routine minor op to be performed to deal with a cataract – talking to Pat Glasbey, I was reassured to hear that her similar procedure was both quick and painless, so hopefully any after effects on vision will not affect my participation in the tour. Mind you, as we have been around the route already, if necessary Sue could chauffeur us to the hotel just to join in the evening activities – but maybe not in the TR, as she has not driven the car apart from a quick lap around the estate years ago. Will there be complaints of male chauvinism now? – apart from a couple of known exceptions, I wonder how many TR’s in LVG have been driven by other halves? (I might have opened a can of worms here – sorry chaps).

Later in the year, the Shuttleworth All Triumph Day on September 8th is in the diary, a couple of weeks before the Falling Down Tour – incidentally, I noticed on the TRR Forum that the “Flyer” about the event was submitted by “Aldpilot” – does this mean that instead of arriving in his TR, Mr. Aldridge will drop in from the sky, maybe in a **TigeR** Moth? The first Forum response to the event was from “Pete with a TR4A” – but it wasn’t me!

The F1 season has kicked off, with races in Bahrain, Saudi, Australia and Japan by the time you read these Mutterings, although Mad Max might not have it all his own way this year – doesn’t help when your car fails after just 4 laps in Oz. However, media interest in the racing has been almost incidental, compared with coverage of the Red Bull / Christian Horner saga, concerning Horner’s supposed “inappropriate



Muttering in muddy water



Rob Walker

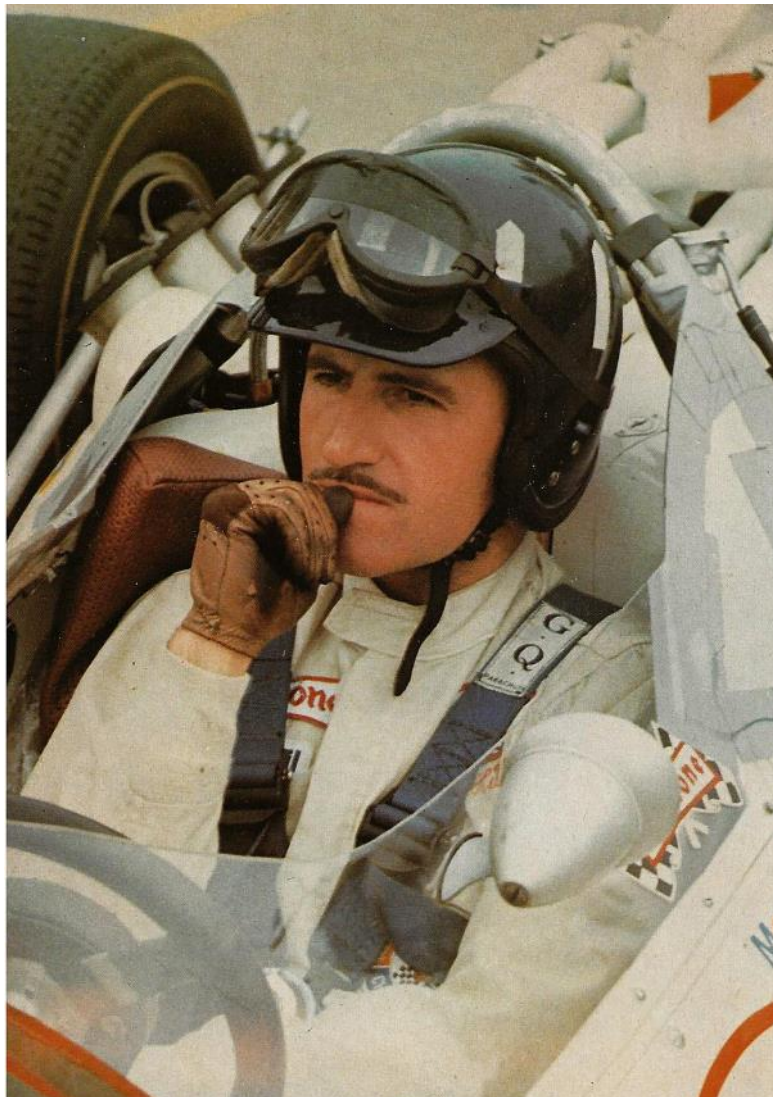
behaviour" towards a female colleague - speculation about dissension in the team has continued, and no doubt will ramble on whenever there is a "slow news day".

Looking back over the years, clearly media interest in the F1 circus in the 50's was much less, and attitudes have changed – for example, the boss of the Vanwall team, Tony Vandervell (see pic with Moss), was a very forthright character, who had no qualms about the language and manner he used to ensure his team members got the job done. A few years later in the 60's, if you approached Graham Hill (see pic) just before a race, you could be told to go away (the second word would be "off"). On the other hand there was Rob Walker (see pic), whose team Stirling Moss drove for in the last years of his professional career. Walker gave the appearance of the typical English gentleman, although his roots were in Scotland, as he came from the Johnnie Walker whisky family. When he drove at Le Mans in 1939, he changed from a pin-striped suit into a sports jacket at an early morning pit stop ("it was the right thing to do"). On his passport, his profession was stated as "Gentleman" – says it all really.

Pete.



Vandervell and Moss



Graham Hill

EDITOR'S BIT

I had an interesting experience recently (no, it wasn't with Michelle Pfeiffer unfortunately). I have found that riding as passenger in a TR6 without a passenger seat provides a splendid view of the sky above under acceleration, and of the depths of the footwell under braking. I am grateful to Stuart McRoberts for this new slant on life - fortunately this only lasted for about 30 minutes on the run back from Scuderia Cranwell when collecting "Lulu" after its' engine rebuild, and even more fortunately he was limited to 3000 revs.

"Hengist" the editorial 4A now has its' new identity, with a correct year reg. no. (ABH 261C) - my thanks to Jon Marshall for providing evidence of the year of manufacture from his records. Commendatore Cranwell gave the car a good checking-over and sorted out various problems ready for the RAC 2-Day Classic. The latest mod. is another set of rear springs (on trial from Eddie Holden), which has cured the car of its' tendency to bounce the rear end around like a dinghy in a Force 8 gale. Maybe this time my passenger won't be seasick after 2 laps at Castle Combe. See page 8 for a report.

As our Group Leader reports, the darts match against Nene Valley on April 8th was not one of our better performances. In virtually every game LVG got off to a resounding start, only to be pipped at the post by the Nene Valley player. The final score was 9-2 not in our favour - rumours that our Group Leader is threatening to commit hari-kari by falling on his darts should not be taken seriously. As some consolation, Tony Kesseru at least got pole position and won the race for the excellent buffet.

Talking of pole positions, an impressive performance by David Coulthard in appallingly wet conditions gave him pole for the Argentine G.P. By the way he was going in the race before electrical gremlins got to work, I think Damon Hill would have had a problem getting past him. Damon of course now leads the championship after winning in Argentina and Imola. Isn't it good that we have 2 British drivers in the same team setting the pace, shades of the 1965 BRM team with Graham Hill and Jackie Stewart or 1967 Team Lotus with Hill and Jim Clark (more Anglo/Scottish combinations). Only problem is that the Williams team have to use a Froggie engine instead of a Cosworth - c'est la guerre (or c'est la grande sponsorship arrangement).

Finally this month a plea to our members. We need to find urgently a source for printing the Newsletter each month. Basically this means 60 copies of a 15-page single-sided (or 8 double-sided) document, including collating and stapling. As we have been fortunate enough to have this service carried out free of charge for some years, we are looking for an inexpensive solution! Is there anyone who can have (legitimate) access to a photocopier each month for this size of job? If you can help, please contact either Phil Titchner or myself a.s.a.p.

Incidentally this revised typeface is an attempt to bring the Editor's bits (and anybody else's) down to size, and thus reduce printing and postage costs. Hopefully it won't make your eyes water too much (very painful having your bits reduced).

Hope to see you at Luton Hoo on May 8th or somewhere on the Norwich Union run on the 28th.

Peter Muncer



Wales and Scotland touring Pierre & Pat show that nowhere is far in a TR

Not just a red TR6it is pimento red !!



Pimento *All spice ; sweet pepper ...*



Bears go Hillclimbing 2001

During a recent loft tidy, I re-discovered some archive TR photos. I competed in Hillclimbing for ten years and in 2001 I aimed to raise funds for a childrens charity for Sporting Bears Motor Club. Various sponsors also helped and this was also useful to promote SBMC. A team of SBMC members spectated at the meetings around the country and collected a fair amount for the charity.

The bears below helped to promote the cause at the PR launch at IWM Duxford...and still live at our address (in the loft).

Chris. Chris Glasbey.



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

Get SHIRTy in 2024

Other Regalia also available...

Ask Phil or Mike



LVG Clothing



You can now get regalia with the LVG logo.
Below is a selection of items already purchased, but we
have an extensive brochure of similar items
See Phil or Mike to order



Men's Shirt £28.20
Short sleeve



Men's Polo £18



Ladies polo £21.60



Fleece M or F £28.20



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

Register your interest to the email above and we will call for payment nearer the event

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

LVG Northern Ireland

..... Dan Theze TR3A



Dear Editor,

I thought I would share a picture of Dan's TR3A having a spring clean/ check over. Dan has been asked if the car can be used in County Cavan next month for a friend's weddingso hoping for a sunny day and a successful 250 mile round trip.

All fluid levels and brakes have been checked, nuts and bolts torqued up and plenty of grease . Now ready for some spring driving.

The seesaw lift I bought from the NEC about 6 years ago has been put to good use. We cut the cross members to the exact width of the chassis and bolted them back together. It's made cleaning the wire wheels particularly easy , as you can quickly whip the wheels off !

After the winter hibernation, Dan removed the coil wire and turned her over to get the oil around the engine and pressure back up before replacing the coil and firing up. With a bit of choke and after a couple of turnovers, she fired up with no problem.

Dan aims to put a few miles on the car in the lead-up to the wedding, pack a few spare spark plugs, fuse, etcand also check the hood hasn't shrunk, in case the Irish weather doesn't play ball.

Nick.



Braking power

Howard Pryor

Howard says :-

Top Tipor Stop Tip I you like !

If you want to improve your braking power in one very easy step, all you need to do is change your disc pads to Ford Escort specification ...as the images below. Ferodo is my only choice of Disc Pad so here is the number for your convenience (if you want to order) : FDB 167

By simply looking at the Ford Escort disc pads you can easily see that the amount of friction material on the Ford Escort pad is greater than on the Triumph TR pad. I am not sure of the percentage of additional material but somebody may come back with that answer.

So, in my simple logic book, the greater the friction material on the Disc Pad, the greater (albeit not sure how much) stopping power you have for the vehicle.

This Disc Pad works on the TR4—TR6 models but having never owned an early TR , I cannot vouch if they will fit those models.

PS - I do not run my TR4 with a servo, as I find this a very adequate solution.

Howard.



TR



Ford Escort

Archives ...from TR action

Social Scene

LEA VALLEY

Phil Titchner



Now that the summer, or at least the summer season, has arrived Lea Valley Group have been attending a number of local shows. Shuttleworth Park (Old Warden), Chiltern Hills, Milton Keynes and the Enfield Pageant of Motoring are just some. The STER rally at Klein Vink in Arcen, Holland, attracted an unprecedented amount of interest in Lea Valley this year, which culminated in nine carloads of us heading for the ferries. Some of us decided to make a long weekend of it and left on the Thursday morning taking the ferry from Harwich to the Hook of Holland. This allowed us time to drive through the countryside in Holland using the back roads and seeing some beautiful countryside. Phil Jones had booked us an overnight stop at Boskoop, just north of Gouda, at a small friendly hotel. It is a few years since I have been to Holland and I was surprised at what good value it is now. The hotel cost

scarcely more than a UK bed and breakfast, but that included all our beer for the evening, an evening meal and breakfast. When we arrived at Boskoop we pulled into what looked like a small factory unit on the outskirts of the tow, to ask for directions to the hotel. The place we had chosen to stop at turned out to be Bart Holland Classic car restorers, who you will have seen advertised in the up-market classic car magazines. They have incredible facilities including their own machine shop for manufacturing special parts. Like all the people we met in Holland they were very helpful and friendly and sent us on our way with full instructions and a photocopy of a map showing where our hotel was. The only hitch was Phil Jones over-

shooting the turning to the hotel and choosing a place to turn round with a ramp covered by a large steel plate. Both Tony and Chris damaged their exhausts and will have some straightening to do back in England. STER itself was, I thought, a modest event, but it was the catalyst for the group of us to spend a very pleasant weekend in a delightful place. Perhaps we should in future organise such a trip as a group foray.

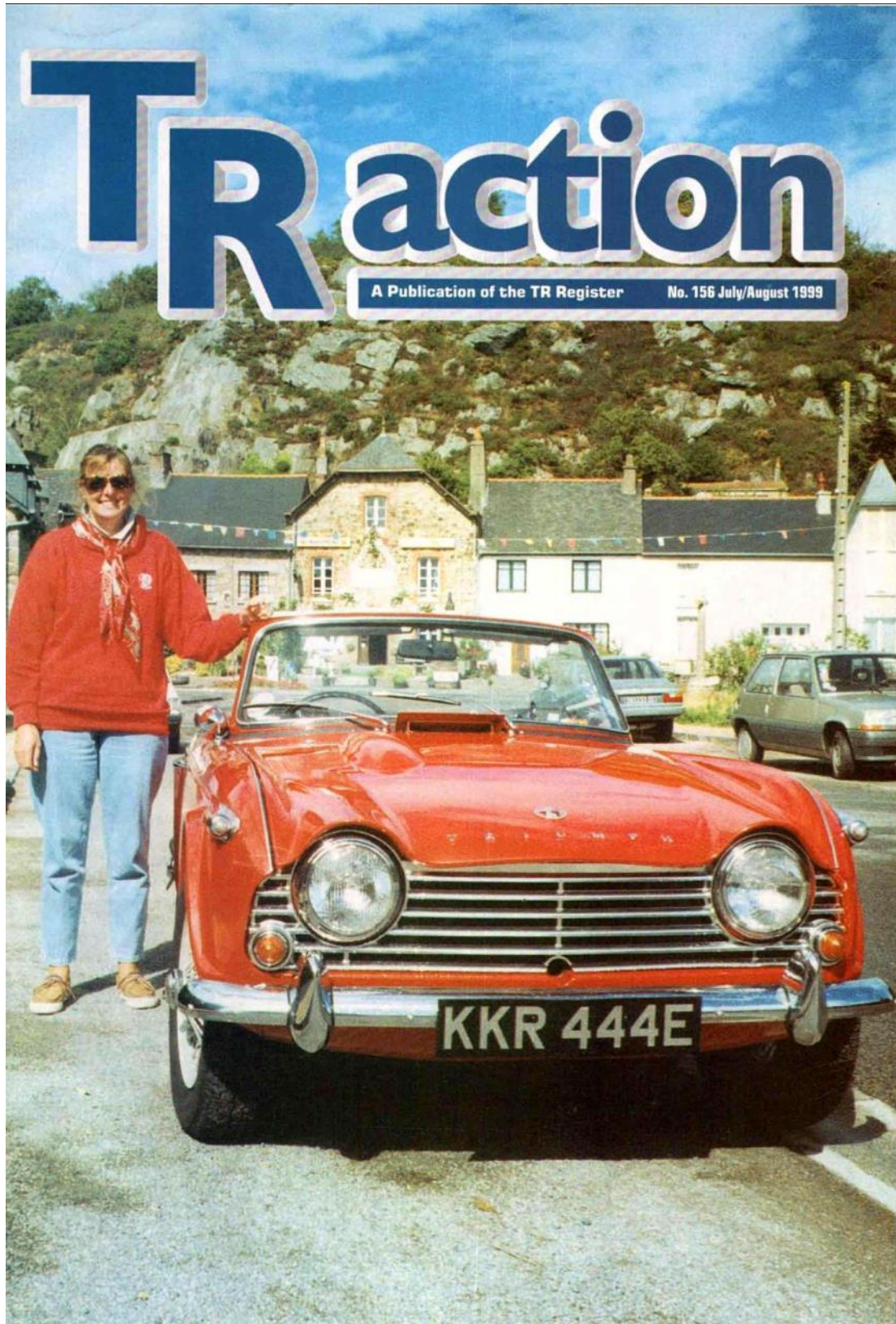
I have now been rebuilding my TR3A for several (well quite a lot) of years now and during that time I have received help and advice from far too many group members to name individually, but to whom I am very grateful. I have also experienced a number of problems and have received help in overcoming them. Sometimes I wonder if I am unlucky or are all rebuilds full of so many pitfalls?

To finish I would like to make one small commercial for the Lea Valley TR Tudor Trail Weekend on 11/12 September. This is the first event of this kind that Lea Valley has organised for many and year, and we would like your support. Remember that profits are being donated to the TS2 rebuild fund.



Lea Valley Group with the Ginny Soden Trophy and the 25 Anniversary cartoon presented at the AGM





The TR4A currently owned by Paul Richardson



Back on TRack

We have been the "TR Register" since 1970so why change now?

This may not be your viewbut are you going to comment ?

