

# The TRunnion

TR Register Lea Valley Group

2011 Issue 3 (May/Jun)

## LEA VALLEY GROUP COMMITTEE 2011

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## MEETINGS VENUE

Unless otherwise specified, all Group Lunchtime Meetings are on the first Sunday of the month at The Cock Inn, 23 High Street, Broom, Biggleswade SG18 9NA (Tel: 01767 314 411), commencing 12:00.

(Plenty of parking space behind pub).

*N.B. This is a 'lunchtime meeting', not specifically a 'lunch meeting' – food is optional and you don't need to book.*

## WEB SITES

TR Register: [www.tr-register.co.uk](http://www.tr-register.co.uk)

TR Forum: [www.tr-register.co.uk/forums](http://www.tr-register.co.uk/forums)

Lea Valley Group:

[www.brmmbrmm.com/leavalleytrs](http://www.brmmbrmm.com/leavalleytrs)

## 2011 EVENTS CALENDAR (subject to change)

Events with an 'official' Lea Valley Group presence are shown in **bold type**.

Please let me know of any other events that may be of interest to members and I will include them, plus any others I hear or read about as well as 'official' LVG events.

May 15: Chiltern Hills Rally, Aston Clinton

**May 29: Standard Triumph Marque Day, Duxford**

June 3-5: TR Register Summer Ball

**June 5: Group Lunchtime Meeting**

June 5: East Saxons Tour, East Anglia Transport Museum, Lowestoft

June 11: Letchworth Classic & Vintage CC Picnic, Halls Green, Weston, Herts

**June 12: Luton Festival of Transport, Stockwood Park, Luton.**

*Apply to Paul Richardson for tickets.*

June 26: Tibbles Tour.

*Details in previous TRunnion.*

June 26: Haynes Village 100

July 1-3: Goodwood Festival of Speed.

**July 3: Group Lunchtime Meeting**

July 6: Classics in The Walled Garden, Luton Hoo

July 10: British G.P.

July 10: SBMC Kimbolton Show.

July 22-24: Silverstone Classic

July 27: Classics on The Common, Harpenden.

**July 29-31: TR International Weekend, Harrogate.**

**Aug. 7: Group Lunchtime Meeting**

**Aug. 28: Little Gransden Show & Flying Display.**

**Aug. 29: Knebworth Classic Show.**  
*Apply to Paul Richardson for tickets.*

**Sept. 4: Group Lunchtime Meeting**

Sept.18: Aviva Classic.

Sept. 24-25: KOP Hill Climb, Princes Risborough

**Oct. 2: Group Lunchtime Meeting**

**Nov. 6: Group Lunchtime Meeting**

**Dec. 4: Group Lunchtime Meeting and AGM**

## **EDITORIAL**

As I'm sure everyone is aware, the funeral took place yesterday (Tuesday 10<sup>th</sup> May) of LVG Hon. President Eddie Holden. Eddie's wife Jean, youngest son Simon, family and friends were joined by LVG group members and many other TR Register members who TRavelled from various corners of the country to make this a wonderful send-off. Eddie was a friend to so many in the club, both here in the UK, where he was our Group Leader for many years, and abroad where he made many friends during his term on the main committee as Overseas Co-ordinator.

It seems that Lynda and I have known Eddie forever, but it was probably around 1978 that he and Jean first stopped off and introduced themselves whilst I was working on my TR3A. During that period with the car off-road, we rarely attended

local group meetings but as our garage was on their regular route between Shefford and Meppershall, Eddie was often 'just passing' and dropped in to check on progress, offer advice and encouragement and keep us updated with LVG activities.

Despite the car being far from concours, Eddie insisted we put it on the club stand at various events. Although a skilled restorer of TRs himself, it is typical of Eddie that he accepted and appreciated people and cars at face value and was never critical. Almost everyone that we have spoken to about Eddie has commented that he was a TRue gentleman, a good friend and wonderful ambassador for the club.

Jean and Simon were so grateful at the response and it was certainly a day to remember and would have made Eddie proud. It was far from a sad occasion and was, as Jean wished, a celebration of his life, bringing together some old friends who had not met up for years.

I realise there were many others who would have made the journey if they could, but all the kind thoughts and comments have been passed on to Jean, a few of which I have included in this newsletter. Apologies to anyone that I didn't get to speak to, but it really was a great gathering.

Doubtless there will be photos of the line-up of TRs along Meppershall High Street and Church Road and if anyone would like to email any to me I will include one or two in the next issue of 'TRunnion'.



**BrianC**

*This issue of TRunnion is rather larger than usual, using all the material available in order to encourage more of you to contribute. So if you want to prevent me continuing with my TR3A rebuild story, I will be pleased to hear from **rebuiders**, **racers**, **rallyists**, **tourists**, **concours specialists** and especially **partners** and **new** or even **prospective TR owners**.*

## Memories of Eddie Holden



The following tributes are just a few of many received by email, phone and on the Forum

### From Jon Marshall

Eddie was .....well, Eddie. Under other circumstances I'd have called him one of a dying breed. Honest, reliable, generous with his time and knowledge, upright both physically (his time in the RAF would have seen to that) and morally. Eddie didn't dissemble – what you saw was what you got.

At the AGM last November and at the Group Leaders' meeting last month, much was said about the importance of making new members welcome. Eddie always did that. If a new face arrived at a Lea Valley Group meeting Eddie would be straight there, making the newcomer at ease.

He was definitely English and very patriotic. You could pick out Eddie's

bungalow from the others in his road by the flag of St. George flying from the garage roof. He was proud of his time in the RAF and if there was anything he liked more than the burble of a TR exhaust it was the sound of a Merlin engine (or four).

He will be missed not only by Jean, Jeremy and Simon but by the whole TR fraternity. His passing will leave a hole in many hearts.

~ ~ ~

### From Pete Muncer

I first met Eddie at the 1992 Knebworth show, when Stuart McRoberts, Rod Hill and I arrived in our shared TR6. Arriving unannounced at the Lea Valley Group

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stand, we were welcomed by Eddie, told we were now members of the Group (although our initial allocation from the Register was North London), and then found that the Best Club Stand had been won by LVG! Not a bad start. Eddie then went on a few months later to help me when I bought my 4A, and then proceeded to make me convoy leader on my first run with the Group - nothing like a toe in the water approach there.

Eddie was first and foremost a very proud Englishman, with his TR5 always displaying the English flag at shows (not the Union flag). The appearance of any classic aircraft (especially types such as a Mosquito, which he worked on) would almost bring him to attention, and he was clearly delighted to bring the Mille Miglia TR2 back to life. His efforts over many years on behalf of Lea Valley and the Register are well known.

Eddie passed away on Drive It Day - well, it had to be that or St. George's Day didn't it? Our thoughts and condolences go to Jean and the family.

You'll be missed, Eddie.

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#### From Paul Richardson

I first met Eddie at Malvern Classic Car Show in October 1993 on the TR Register stand. He was so enthusiastic about the early TRs that he convinced my son and I (primarily me as Dom was only 9) to purchase a 3A. He freely gave his advice on the early cars and we subsequently purchased a 3A in November 1993. This was the start of a long and rewarding friendship. On 30th September 1994 I was privileged to follow Eddie and Jean in what I believe was the first outing of OVC276 since Eddie had restored it. We stopped in Pool House in Upton for the weekend and Eddie proudly took his newly restored car to the Malvern Show with Jean in her TR5, also restored by Eddie.

There followed many runs to the TR International weekends at Stafford, Shepton Mallet and Malvern together with many entertaining dinners, lunches and events with the TR register, greatly enlivened by Eddie's company. In May 1999 Eddie drove me to the STER Meeting at Arcen in Holland, proving what a very good driver he was. Many car shows were visited, with Eddie extolling the virtues of the Lea Valley Group of the TR Register.

Throughout the years Eddie put a great deal of effort, enthusiasm and pride in everything he did and was a true gentleman. He certainly enriched my life with his company. He will be very much missed by all who had the pleasure of knowing him.

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#### From Phil Titchner

The attached photo may be of interest.



It was taken when a few of us from the Group went to the TR International Meeting at De Beekse Bergen, Tilburg, in the Netherlands in September 1990.

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Although we all went as visitors Eddie was soon roped in to judge the concours. The picture shows him with Finn Purcell (hope I have got the spelling right for Finn's name) *{I think it's 'Fin' - BrianC}* carrying out the judging of a Dutch car. It was typical of Eddie to always want to get involved.

*{Phil also supplied a copy of Eddie's nomination for Hon Membership of TR Register 'Eddies HM nomination.doc' which summarises his huge contributions to LVG and to the TR Register}*

~ ~ ~

### From Graham Shipman

As a youngster (aged 21) with my newly acquired TR (1978) I looked up to Eddie on how to do things right - he led by example on to how run a friendly club

from which many long time friends were made. Perhaps as my contribution you may wish to use this photo of Eddie proudly standing by his 4A - I think it was taken at Chicksands in 1979.

*{Graham supplied the following photos which he also put together in the montage shown above.}*



*Prior to Eddie going into hospital, he and Jean were compiling a history of Eddie's TR-owning career and I hope to be able to include an article in a future issue of 'TRunnion'.*

### Group Leaders' Meeting - 27th March

I once again had the pleasure of chauffeuring Jon to the TR Register Group Leaders' Meeting (You would have thought he'd had enough of sidescreen TRavel after his first experience last year). The following is a flavour of topics discussed, from Jon's notes and mine. If anyone would like any more detailed information, just ask.

Membership at present stands at 6668. We are losing 100 – 110 members per year nett - 600+ out, 500+ in. Better than most clubs. The majority of leavers do so after 1 or 2 years. We should try to prevent leavers and foster new members (e.g. Meet and greet, etc. We spoke about this at our own AGM). Ongoing benefits of membership discussion.

Merv Manning spoke about the groups' allowance and what could or could not be claimed.

Rob Murphy spoke about insurance, including the club's own policy. Premium reduced from £10k to £4k. Discussion from the floor on when and if we were covered. General agreement that Towergate are a shower - main problem is they are difficult to negotiate with in improving the TR insurance scheme. Several people said they had lower quotes elsewhere. For many, the benefit is the 25 – 50% extra to repair the car after an incident. The club gets about £10k commission – not something to be given up lightly. Individual claims experience varied but mainly good, largely due to Sue's and Denise's experience.

Re-vamp of Social Scene for Traction #250 – emphasis will be on events and activities within geographical areas and more selective use of better quality action photographs. Highlights from the reports currently submitted by each group will be amalgamated with other groups in the area but will appear in full on the group's website. This means that LVG will be in Eastern Area with Abbot & Stour (Suffolk), East Saxons, Essex and Wensum, whereas Camb Followers and Nene Valley reports will be with other East Midlands groups.

## Drive It Day

I must say that the year has started well with such a surfeit of events on Drive It Day, that LVG members were out and about on at least three different events. A small group enjoyed a convoy run to the excellent TRR inter-group meeting at the Royal Gunpowder Mills, Waltham Abbey, whilst another contingent was thrashing round the Millbrook Alpine circuit and Porsche Driving Experience at Silverstone on the Milton Keynes Classic Tour (reports of both events are printed below) and others were on the Camb Followers run.

### APRIL SHOWERS? (Well, one anyway)

#### Springing Up Tour & MK Classic Tour

My classic season invariably starts with the Springing Up Tour, organised by the Carpenters Arms club in Harpenden. I first went on one of their tours back in 2003, and have gradually become more involved over the years - so guess who does the route planning now. The format of the event is an overnight stay at a hotel on the Saturday night, giving time for a meal and a libation or several, with the tour starting on the Sunday morning, visiting sites and attractions in the local area before returning to Harpenden. This year (April 2/3) we were based at the Sudbury House hotel in Faringdon in Oxfordshire, a very comfortable venue where we were looked after well. Sue and I in my 4A convoyed down on the Saturday with Mike and Brenda Mercer-Deadman, not in the usual 3A (currently undergoing conversion to rack & pinion steering), but in a Porsche Boxster – what luxury!

Sunday dawned with good weather, so hoods were down for most of the day. The 20 cars in the tour set off on the first section from Faringdon into the Cotswolds, to our first stop at Hidcote Manor Gardens, near Chipping Camden. After a quick coffee break, we drove a few miles further (passing Broadway Tower en route) to Snowhill Manor. The Manor is literally packed to the rafters with some 22,000 unusual objects (ranging from tiny toys to suits of armour), collected by the eccentric Charles Wade during his lifetime. Snowhill village is delightful (with a good pub!).

Early in the next section, there was an opportunity for any aviation enthusiasts to stop off at the Wellington Aviation Museum at Moreton in Marsh. Later on the route passed the Rollright Stones, a stone circle near Chipping Norton, before arriving at the Oxford Bus Museum at Handborough station. We visited this venue on the 2008 Falling Down Tour, but most of us arrived late in the day (due to my poor route-planning!) with only a limited amount of time available to look around the Bus Museum and the associated Morris Motors museum. This year most entrants arrived in time for a ride in a vintage bus (a 1957 AEC Regent V for any bus anoraks).

I had planned the last section of the route to take us back through the lanes of "Ox and Bucks" to our usual finish venue at the Carpenters Arms. However, while at the Museum, hoods were put up just before absolutely torrential rain arrived, causing flooded roads – so not just a shower. Mike and I decided to go straight back via the A41 (which was exciting enough anyway in the conditions), so a slightly disappointing conclusion to a most enjoyable weekend.

Two weeks later on April 17 (Drive It Day), having dried out the TR, we were out on the MK Classic Tour. This is always well supported (over 200 cars) and it's all in aid of children's charities. We did this event in 2010, and the main venues were the same this year, namely 2 laps of the Hill course at Millbrook Proving Ground (always a good thrash), and finishing at the Porsche Driving Experience at Silverstone. Coffee stop was at Quainton Railway Centre this time. Some familiar faces were in evidence, namely Paul Richardson / Dave Randall

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(TR3A) running with an incredibly early start no., and Tim & Penny Somervell (TR250) nearer the back like us (well, you meet a better class of people there). This event seems to attract the "Ferrari boy-racer club" judging by their speed / noise away from the start – I expected to see some cars stuffed through the Armco at Millbrook, but no such luck. Among the many classic vehicles encountered during the day were several veterans (the cars I mean, not the drivers – or maybe both?).

And the weather? – bright and sunny all day (even at Silverstone) – so really I should have changed the title of this report.



Our next major tour is not in the TR I'm afraid, as we're off to Southern France (Tarn and Ardeche region) in our campervan, so unfortunately I'll miss the Triumph Day at Duxford. However we'll be out again for Tibbles Tour on June 26th, this being the Carpenters Arms club's star event – but don't worry, I'm not doing the route planning for this one!

*Pete Muncer*

[Photos © Dave Muttock, Sporting Bears MC]

## TR Register Drive It Day

Much as I would have liked to have given the MK Classic a go as I've heard previous events are excellent, Lynda and I decided to support the TR Register combined South East and East Area Groups event at the Royal Gunpowder Mills, Waltham Abbey. We met up with John Hewitt in his TR4A at Baldock services at J10 of the A1(M). We had hoped that John Lucas would be able to join us at Baldock but after a respectable waiting period, we decided he must have opted to stay and to watch the end of the Chinese Grand Prix! We did, but then we are less than a mile from the services.

So just two TRs set off for the cross-country drive via the A507 to Puckeridge on the A10 where Phil Titchner (TR3A) and Dennis and Linda Masters (TR6) were waiting to lead our small, but perfectly formed convoy via Dennis' excellent scenic route. This is the second time in recent years that I have had a TR drive around the lanes and villages of Essex and the scenery has completely changed my preconception of the county. Away from the commuter routes, it is perfect TR territory and a match for many of the more popular UK holiday destinations.



We really enjoyed the Royal Gunpowder Mills, especially the tractor-drawn tour around the extensive grounds. There was so much to see that I didn't have time to have a good look at all of the TRs, although there were over 90, plus a few other interesting classics.

I learned later that John Lucas, had crawled under his car in the morning to adjust rear shocks prior to departing and found a bump stop virtually hanging off. Not wanting to chance country roads he drove down the boring way via M1 and M25 and had a great day there anyway.

Old cars always present a challenge and we very nearly didn't make it ourselves. Despite several long trips in recent weeks, when I checked the water level on Saturday I discovered it had lost about 4 pints in the last 80 miles. I eventually tracked it down to the hose from water pump to radiator rubbing against a bracket intended to support the steering column on a LHD car and had cut an almost invisible slit in the hose. I spent the rest of Saturday trying to get one of my spare hoses to fit and stay on with Jubilee clips. I just about made it, but will try to get a full set of proper wire hose clips for future use as they grip far better than flat Jubilees.

Despite the small turnout from our group, the day was a great success and most of the other groups felt a similar combined group event should be organised for Drive It Day next year, and maybe the Gunpowder Mills could be used again.

### **Bedfordshire Classic Motor Show – Woburn Abbey**

Although the LVG 'official' calendar has this down as the Bank Holiday when most of the group attend, we (Lynda and I) TRaditionally go on the Sunday to get the best of stalls and autojumble, unless it's wet which gives us a second chance the following day. Weather was excellent this year and so, unfortunately, we missed the regular May meeting at The Cock.

This has been a regular outing for us for and was a thriving event held for many years at Shuttleworth, Old Warden but gradually shrunk and moved to Woburn in 2010. The main attraction for us now is the free access to the Antiques Centre and Gardens with their sculpture display.

However, we spoke to Stephen Smith who has recently taken over the running of this show and is keen to receive feedback. He was also able to send me, from his archives, a copy of this photo taken at the 2008 show, which I had previously tried to download from the Greenwood and TR Register sites.



Does anyone have any photos of this year's show for inclusion in the next issue?

### **News, Rumours & Gossip**

Well, TRunnion is supposed to be a newsletter, so here's where members can let everyone know what they have been up to or are planning to do with (or without!) their TRs.

~\*~\*~

A complete absence of rumours and gossip but plenty of news for this issue and I have received the following emails.

From Gordon Staple:

*Thanks for your reply and the copy of The TRunnion which I appreciate. I shall be going to Stoneleigh this Sunday, but hope to meet up with you at the April LVG meeting. {He did, with wife Linda}*

*I was interested in your past association with 'Spares News' and the Register. I was given a copy of the TR Action past copies DVD for Xmas which I am wading through and which gives a very good account of the formation and progress of the Register.*

*My interest in TRs dates from when I was about 9 years old and the TR2 was first manufactured. I remember telling my father, "I will have one of those one day".*

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*Sadly, it never came to pass. The nearest I got was in the early 60's I almost bought a TR3A; one of the biggest regrets of my life – I would probably have kept it.*

*Approaching my 60th. birthday some 7 years ago, my interest in TRs was reawakened. In order to convince my wife that I had not totally lost it, I thought that I might get away with a TR4 rather than a 'rugged' sidescreen. I went to see one at TRGB, but missed it by 5 minutes. However, I received a call a few days later saying it was still for sale as when the chap got home his wife would not let him buy it! I took the precaution of taking my wife with me!*

*The car: Manufactured 1964 ex USA. Never 'restored' with a good body, chassis and mechanics. I have reason to believe the 65,000 miles on the clock was genuine. An enterprising Brit in America saw the potential profit in repatriating TRs in the 1990s by tidying them and converting to RH drive (done well). His father in Cheshire sold them in the UK. My TR4 came back in 1999. History and invoices came with the car dating from 1990 showing the car had been located in N. Carolina and I managed to contact a previous American owner who told me that he had bought it from a garage and that it had been laid up for some time by the previous owner. I still hope to find out more history.*

*The trailer tent: A 1970 Dandy 4 (4-berth). Originally picked up by my son in law who runs a classic VW business (The Bus Station) specialising in lowering suspension and importing 60's & 70's buses and camper vans from the USA. I acquired it from him with a view to towing it with the TR4 and spent early 2010 totally rebuilding/renovating it – the only good bits were the chassis and canvas. The interior still needs some work. No trouble towing behind the TR4 – just need some decent door mirrors – the 'bullet' ones are useless! {We've now*

*solved that problem for him} I hope to take it to the IWE at Harrogate. I attach a further picture of the rig'.*



~ ~ ~

From: Alan Britcher:

*I wonder if you could add a note in the next TRunnion that I am entering the above event in aid of blood cancers. It takes place on 26th June*

*Last year I managed to ride 26 miles but have set myself a real challenge this year - 52 miles. Wish me luck!*

*If any of the Lea Valley Group could see their way in sponsoring me I would be most grateful. The link to the online sponsoring page follows:*

<http://www.justgiving.com/Alan-Britcher>

*Good luck Alan - I feel saddle-sore just thinking about it. It must be nearly 50 years since I cycled 50 miles - never again!*

~ ~ ~

From Graham Edwards:

*Hi Jon*

*Many thanks for the letter and TRunnion, I'm just registering as requested.*

*I have a great interest in British classic car and all the type of cars that you would see at a VSCC event really.*

*I have a 1957 TR3 which is an ex American car that I have been restoring since 2003 when I acquired it, I hope to have it sprayed during May, which is a*

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*very exciting part of the work, and then it's on to finish putting it together etc!!*

*I also have a 1961 MGA roadster 1.6 mk 1, I know it's not a Triumph but it is a very pretty car this has been on the road since 1998,*

*I have previously owned a TR4A for a while and an MG TA for a year but my wife wasn't comfortable in it and it was a choice between this and the A as I couldn't afford to keep them both the A won.*

*The TR rebuild has been a bit of a shoe-string rebuild with my vinyl collection going and lots of ebaying but I have enjoyed the challenge and am looking forward to having her running.*

*I have taken it right back to the bare chassis with help from a local garage to do the welding of new floors and sills etc en-route, change to RHD and also an alternator, I will keep you informed of progress.*

*Many thanks once again I hope to get to a meeting or event at some stage.*

Hi Graham,

Jon has forwarded your email to me and I have added you to the email distribution list. I've also attached the Mar/Apr TRunnion, which is the current issue, pending the May/Jun issue which I have just started on this morning.

I'm glad to hear there will be another early TR back on the road and within LVG. I wonder what colour it will be but I guess we'll see later this year!

Interesting that you have an MGA, as I once fancied the twin-cam version until I heard of its engine fragility and I believe former LVG Group Leader Ian White had one before he saw the light and moved on to a TR3A. {See below for news of Ian's latest 'acquisition'}

I also had the opportunity to buy a very rare MG TB many years ago when I owned a Spitfire, but the insurance was more than the car was worth due to its

tank-like ability to destroy any other vehicle it was likely to hit. Pity, as that one is probably worth a fortune now - c'est la vie!

Look forward to seeing you at a group meeting or event soon, and don't wait until the TR is finished.

~ ~ ~

**Congratulations to former LVG Group Leader Ian White & Liz who married on Friday 6 May 2011.**



Picture taken at Hunters Hall, Swanton Morley and supplied by June Hebditch. They are standing in front of Graham Shipman's Triumph Gloria.

~ ~ ~

Ian and Graham are both ex-LVG members who migrated to Norfolk. I've recently heard from a third, Paul Lachlan, who migrated to Suffolk, so LVG's loss seems, potentially at least, to be Wensum's gain. Paul responded to my recent letter in the social scene section of Traction, trying to contact old Lea Valley members.

Paul also wrote:

*I still have my TR4 which is now rebuilt finally getting it back on the road in 1989. It was originally red but every man and his dog seemed to have a red one so I chose powder blue as at the time it was*

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*quite rare, but now it seems every man and his dog has chosen powder blue!*

*I have missed your May meeting but perhaps I will see you next month. I live in Barton Mills Suffolk, just off the Fiveways roundabout on the A11 near Mildenhall. I am planning to attend the IWE as it is the 50th anniversary of the TR4, I don't go to the local group meetings in this area, but maybe I could tag along with you guys if you are attending?*

If anyone would like to meet up with Paul, or other local group members for the TRip 'up North', please email me and I will forward your contact details to Paul.

~ ~ ~

From Tim Hunt (1):

*I realised that all the pics I sent show the steel roof panel fitted. I prefer this mode for more serious motoring; there is nothing wrong with my chassis but having the roof bolted in place definitely improves torsional stiffness and sharpens up the handling. It is nice to tootle round the lanes in summer with the top off however, the fixed rear screen cuts out much of the breeze you get with a roadster.*

*I had no idea that you might use my input in Trunnion. If you like I will do a proper write-up for the May/June edition if you give me an idea of the number of words you would like. I don't want to risk boring your readers!*

I know what you mean about the steel Surrey roof improving body stiffness. Lynda's TR4A was certainly a lot less flexible than my old soft-top TR4A. Unfortunately, the only time I experienced her car topless was when Gary (TRGB) took me for a test drive before we bought it. Roof was fitted when we collected it and stayed on after that as my TR3A is almost always topless.

Many thanks for the offer of a proper write-up - much appreciated and I'll look

forward to it. Don't worry about boring the readers - I'm probably doing that already!

[I'm pleased to say that Tim has sent the promised article and it is included in this issue, together with the photographs held over from the last one].

From Tim Hunt (2):

*Hello again Brian,*

*One last image. This time of my car crossing the stunning Millau Bridge on the A75 between Béziers and Clermont-Ferrand on the 2009 Ten Countries Run. You may recognise the not insubstantial form of one Howard Pryor, North London Gruppenführer, at the wheel. Howard agreed to slum it as my co-driver in a four cylinder TR on this event. However, he liked it so much that shortly after returning home he bought a TR4 to add to his very nice 6 and concours TR8. He now just needs a TR2 for a nice arithmetic series.*

*This picture was taken by the co-driver in Howard Brissenden's TR7, which we were following over the bridge, whilst I was filming his car. Intriguingly, as you can see, the passenger in the modern French car following us was at the same time photographing the TRs!*



*The following pictures appear at the end of TIM Hunt's TR Miscellany article:*

*John o'Groats and Sennen Cove from the 2008 RBRR, on the Stelvio Pass on the 2007 10CR and overlooking the Talla Reservoir near Tweedsmuir in The Borders on the 2010 International Autoecosse*

## Members' Stories

*This feature is intended to encourage members to introduce themselves by way of TRunnion, so to set an example, I began by including the story of my current TR3A (to be continued).*

*I know many others have stories to tell, not only of rebuilds or major projects, but how they became ensnared by this strange TR-addiction and how they use their cars – touring, competing, concours, etc.*

*It would also be really interesting to hear from newer (and, maybe, even younger) members and some of those who do not, or cannot, regularly attend local meetings.*

*Views of wives, girlfriends and partners would be especially welcome.*

*I am grateful to Tim Hunt for the following article and hope that it will encourage others to have a go – at least it will prevent me from continuing my rebuild article!*

### Tim Hunt's TR Miscellany

At the invitation of your esteemed editor there follows a further exposition of my many TRavels and few TRavails with NGP 86D over more than 40 years, together with some earlier TR memories.

My earliest recollection of what I knew to be a TRiumph at the time was seeing a TR2 parked by a beach on the Isle of Anglesey when on holiday with my parents. This was in the summer of 1954 when a TR was quite a rare sight. I can still recall being taken by the rakish sporty lines of the car, hardly surprising at a time when the 'sit up and beg' styling of most family saloons still owed much to pre-war designs.

I had to wait a further ten years for my first ride in a TR. One day in the summer of 1964 between my leaving St Albans School and going up to Birmingham University a school friend pitched up at my home in Harpenden in a TR3A, which he had recently acquired shortly after passing his driving test. We decided to take a spin up to Birmingham, pausing only to pick up another friend on our way out of Harpenden to the M1. I recall that the TR did have what was laughably called the 'optional rear seat' but since all three of us were over six feet tall there was no leg room at all and the rear passenger was required to adopt a foetal position sideways across the rear seat cushion. I recall that we stopped at a service area on the M1 on the outward

and return journeys so that the rear and front passengers could change places. Needless to say there were no seat belts since the car was built before these were a legally required fitment. Our trip also pre-dated the introduction of the 70mph maximum speed limit and I saw the magic three figures registered in overdrive top on more than one occasion. I loved the rorty exhaust note and the effortless performance, even with three up. A few years later another friend in Harpenden acquired a 3A. I remember that he went with his father to collect it from somewhere near Newcastle and drove it home without problems. The car was very tidy and I recall he paid £290 for it. This of course was well before our cars became cherished classics; at the time even big Healeys and presentable Jaguar XKs were going for similar money.

Another happy Triumph memory was thumbing a lift from St Albans to Harpenden during a bus strike. Who should stop for me but the driver of a new Mk11 2.5PI saloon. He was correctly observant of the 30mph limit but as he passed the 'National Speed Limit Applies' sign by what was then the New Green Service Station on the A6 he floored it, and I can still recall the push in the back, the smooth surge of power and that wonderful exhaust note. At the time my first car, a 1961 850cc Mini had just been replaced by a 1275cc Morris Mini Cooper S of 1965 vintage. This was great fun cross-country and had excellent mid

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range punch but it was noisy, had an inordinate thirst for oil and was wildly under-g geared, screaming at close to 4,400 rpm at 70 in top on the motorway. The effortless performance of the PI was a revelation.

My late father was always a keen driver and, having had a succession of family saloons as company cars over the years, he promised himself something sporty on his retirement in 1970. A friend had recently acquired a TR4A and father was so taken with it that he placed a wanted ad for one in Exchange & Mart. I still remember that the first call we had was from someone offering a TR5 for £800. This was within budget (provided that mother had not found out!) and somewhat tempting, but we decided against due to stories we had heard of problems keeping the rather rudimentary PI system in tune and the consequent high fuel consumption. We eventually found a presentable 4A in Stanmore in September 1970 for £670 and the bonus for us was that it was the Surrey version offering open-air motoring on a sunny day while the optional hard top makes the car more like a fixed head coupe for the winter and certainly sharpens up the handling by stiffening the shell. I recall that shortly after we acquired the car and whilst it was barely four years old rust started bubbling through on the leading edges of the rear wings and just behind the rear light clusters; the usual places. We replaced all four wings with fibre glass alternatives and ran with these for some years.

Father and I joined Club Triumph in 1974 and attended monthly meetings at The Jolly Farmers in Enfield. On the way to one of our first meetings we suddenly lost the accelerator in the TR as we came into Barnet. As luck would have it we were able to coast to a halt on the forecourt of a garage and a mechanic was still working there, although it must have been around 7.00pm. He quickly found

that the pin locating the lever assembly to the accelerator shaft had dropped out. A replacement pin was promptly fitted and this is still doing its job some 37 years later. Payment was declined, what wonderful service.

Later that year I completed my first C.T. Round Britain Reliability Run (London - John o' Groats - Land's End - London in 48 hours). Since then I have entered a further seventeen RBRRs in the 4A and successfully completed fifteen of them, the most recent in October 2010. Neither failure was a result of inadequate preparation on my part. For the 1978 event I teamed up with the late Paul Howell, owner of a green TR2 that I had admired during the 1974 Run although we used the 4A since we deemed it somewhat more civilised and comfortable for a 48-hour event. Another consideration influencing my choice of car was that Paul was very keen on originality and insisted on keeping the 'Tripod' type headlights with the old bulbs in his TR2. I much prefer to see where I am going at night! I see nothing wrong with a headlight upgrade for an old car; after all one can easily put the old lights back for an originality concours if required. As some of you may recall Paul was once the owner (custodian) of 0VC 276, the first works TR2, which finished 7th in class on the 1954 Mille Miglia. The 4A ran faultlessly to John o' Groats and down through the north of Scotland, but on the approach to the new Ballachulish Bridge over Loch Leven we heard a rattling noise, seemingly from the top end. Vital signs were OK so we motored steadily on through Glen Coe. Just past Bridge of Orchy the car started to overheat and this was accompanied by increased noise from the engine. We stopped to investigate and found the water pump bearing was knackered. We were finished; I had no spare pump on board and no prospect of finding one on a Saturday evening in the Scottish highlands. Ever since that experience I

have carried a spare water pump and gasket in the boot. We got a tow to Tyndrum where we found a hotel for the night. The following morning, having judiciously removed all the event stickers, I arranged recovery home by AA Relay. This was bit of a marathon involving five or so legs and my one clear abiding memory is of the over-enthusiastic AA driver getting his recovery vehicle, complete with my pride and joy on the back, almost sideways on a wet A82 by the side of Loch Lomond! I had noticed a leak from the water pump when checking the car prior to the event and had in fact changed the offending item. It was particularly galling to have the new pump fail and it was little consolation when the supplying British Leyland dealer subsequently replaced the faulty item free of charge.

In 1980 I teamed up with Mike Hockaday, a friend from a motor club in Harpenden, who was to be my regular co-driver for the next eleven RBRRs. Our 1980 run passed without memorable incident. My father died in 1982 whereupon I became custodian of NGP 86D. In the same year the gremlins struck again on the RBRR. I had the hammer down on the A30 on Bodmin Moor when I suddenly noticed the oil pressure gauge reading falling. I switched off immediately and coasted to a halt. Unfortunately the damage was already done, the engine had spewed out all its oil from a failed oil cooler hose and the main bearings had run. This time it was the RAC that recovered the car to my home, courtesy of Mike's membership. I had had a replacement steering rack fitted only the previous week by my local BL dealer. On investigation it became clear that when the new rack was fitted an oil cooler hose had been carelessly routed and been allowed to rub on the rack, eventually chafing through. To their credit the dealer admitted liability and rebuilt my engine at their expense, but once again it was small consolation to me for having failed to complete a Round

Britain Run for the second time through no fault of my own. On the 1994 event we lost the headlights suddenly. On investigation I found that the column switch had burnt out so we jury rigged wiring from two spare switches to give dipped beam and side lights and made it round OK. When I found that a replacement switch from Moss was some £40 I simply stripped the offending item and built up the burned contacts with solder. The repaired switch lasted until the headlights failed from the same cause on the 2004 Round Britain Run. This time I decided enough was enough and fitted 30 amp relays for dip and main beams with heavier duty wiring to the lights, something the factory should have done in the first place. This modification is highly recommended, not only does it dramatically reduce the current flowing through the switch but with less voltage drop through the wiring the lights are noticeably brighter.

Apart from the two incidents recounted earlier the only occasion when I have broken down in the 4A and been unable to fix it at the roadside was in 2006 whilst returning home from the Marque Day at Brooklands. The car petered out on the M25 and I was quickly able to determine that the rotor arm was shorting out. This was an after-market component of poor quality, a well known problem in recent years, and stupidly for some reason I did not have a spare with me. The AA came to the rescue and I suffered the ignominy of my car being trailed home in broad daylight.

Over the years I have continually sought to improve the car by incorporating after market accessories or modifications to enhance safety, comfort, and reliability whilst not compromising the essential character of a TR4A. Such additions include a Kenlowe fan, oil cooler, front anti-roll bar, reversing and fog lights, uprated headlights with relays, hazard warning flashers, telescopic rear dampers

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replacing the original lever arm units, heating element for the fixed rear screen and, most recently, a 123 Ignition solid state distributor from Albertronic. This replaced a Lumenition Optronic system that had given good service for all but thirty years but finally gave up the ghost while Keith Bennett and I were en route to Scotland for the 2007 La Carrera Caledonia. Fortunately, I still had the spare points and a condenser that had been in the boot for nearly 30 years.

As regards major work done on the car since 1970 the engine was fully overhauled in 1980 and as previously mentioned the bottom end again received attention after the incident on the 1982 Round Britain Reliability Run. The cylinder head was converted for unleaded fuel in 2000. New pistons and liners were fitted in 2007 and in 2008 the overdrive was rebuilt to fast road spec with an uprated pump giving instantaneous engagement. As for the body this was first rebuilt in 1980 at which time four new steel wings were fitted. John Hanna bought the fibre glass wings for use on his 2.5 litre Daimler V8 engined TR4 racer, which some readers may recall. After a further twenty years or so the body began to look a little tired in places, like mine. Consequently, following an off-course excursion during the inaugural Club Triumph Ten Countries Run in 2003 I took the opportunity of having an extensive body shell rebuild with four new wings, new sills and new door skins. The car was subsequently re-sprayed in a Fiat Ivory colour, which I much prefer to the original Triumph White, Code 19. I finished the 2003 Run and the three subsequent ones, the last in September 2009 co-driven by Howard Pryor; 2,400 miles in four days. Howard liked the car so much that shortly afterwards he bought a TR4 with Surrey top to add to his immaculate 6 and concours 8! We hope to use his 4 on the International Autoecosse this June having enjoyed last year's event in my car.

Whenever I drive the car it never fails to bring a smile to my face and I still love the lines of the Michelotti body as much as ever.



## Letchworth Classic & Vintage CC Picnic

Jon Marshall has sent details of this event (see copy of flyer below) suggesting meeting at Baldock services and having a short convoy run. Paul Richardson said he's likely to go.

Looks like a nice event but unfortunately we will miss it as we will be in Wisbech that day, visiting the former home of the Rev. Wilbert Awdry, author of the 'Thomas the Tank Engine' books, to celebrate the centenary of his birth (and to play, or at least watch, trains in the garden).

Well, we all have strange hobbies, apart from TRs, but it will be back to business as usual the following day for the Luton Festival of Transport at Stockwood Park.

[Contact Paul Richardson for tickets for that one].

***Please reply directly to Jon if you are interested in the Letchworth Classic & Vintage CC Picnic.***



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THE ORGANISERS RESERVE THE RIGHT TO REFUSE ADMISSION

## East Saxons Tour 2011

Ian Freeman has sent details of this event (see copy of flyer below).

This looks like a nice tour and an interesting destination, although I doubt we'll be able to attend. We are already committed to many events (or 'too many', I'm told) this year, but it would certainly be an enjoyable run.

As Ian says, it's a very long way but the more the merrier! Anyway, I've included it here and maybe a few LVG members will get there. For those that want a shorter drive, remember that is also the date for the next LVG Sunday lunchtime meeting.



# East Saxons Tour 2011

## EAST ANGLIA TRANSPORT MUSEUM

### SUNDAY 5 JUNE 2011



This year's East Saxons Tour is to the East Anglia Transport Museum near Lowestoft, on Sunday 5 June. This is a working museum of trams, trolleybuses, omnibuses and a light railway set in a period street from the days when these forms of transport were in their heyday. There are static displays of historic vehicles and steam rollers, and informative and interactive exhibits about transport of times past. Visitors can wander among the workshops to view restoration in progress and admission includes as many rides on the trams, buses and trains as you can fit in. The vehicles and the museum are restored, maintained and run by a dedicated team of volunteers, one of whom will be giving us a guided tour during our visit. I have a supply of the Museum's advertising leaflets – do ask me if you'd like one. Alternatively, look up the Museum at [www.eatm.org.uk](http://www.eatm.org.uk).

To get there, we have planned a delightful drive through the country lanes of east Essex, around Colchester, across the Tendring peninsular, skirting Ipswich and Woodbridge, and on through the beautiful Suffolk Coastal District to Lowestoft. This is a proper Tour – 3 hours plus, so you'll need a full tank of petrol! We'll be meeting at Boreham Services at 9am to set off shortly after, and there will be a loo stop sometime after halfway. If you live north of Boreham, contact me for the route details and we will arrange pick-up points. The aim is to arrive by 1pm.

We will display our cars within the Museum grounds, where there are several areas to enjoy our picnics. There are some trestle tables but bring chairs if you can. The Museum has a small café serving hot food until 2pm for those who prefer, and the café is open until 4.30pm for drinks, snacks, ice cream, etc.

We plan to leave by 5pm, when the Museum closes. The A12 is the fast route home, but you could do parts or all of the morning route in reverse!

Weather permitting, this promises to be a great day out and a chance to give your car the kind of run you bought it for! We did this trip as the Essex group in 2001, and those who remember it are keen to repeat the experience. Non-classic cars and non-members are most welcome to join us – don't miss it!

Admission to the Museum is £6.00 for adults, £5.00 for OAPs and £4.00 for children aged 5-15, payable in advance to me. Please book using the tear-off slip by any combination of post, email, phone, in person or by personal messenger, but do please book! I hope to be at most Club nights between now and 5 June, but in my absence, do see any committee member.

Denis Parsons

Yes, we will join the East Saxons Tour to the East Anglia Transport Museum on Sunday 5 June 2010

<u>Names</u>	<u>Entrance Fee</u>	<u>Send/give to:</u> Denis Parsons
		Holly House, Alexander Lane, Hutton Brentwood, Essex CM13 1AG
		Tel: 01277-260736 / 07785-288164
		<a href="mailto:Denis_parsons@zieglergroup.com">Denis_parsons@zieglergroup.com</a>
		Is your car a "classic"? <span style="float: right;">Y / N</span>
Total		Cheques to "TR Register East Saxons Group"