

The TRunnion

TR Register Lea Valley Group

2013 Issue 6 (Nov/Dec)

LEA VALLEY GROUP COMMITTEE 2013

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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
TR Forum: www.tr-register.co.uk/forums
Lea Valley Group:
www.groups.tr-register.co.uk/lea-valley

REMEMBER: All recent TRunnions are available on the website, but if you are not already receiving them directly, it's probably because I don't have your current email address. To keep in touch via TRunnion (or to contribute letters, articles or photos), email bjmole1-trlvlg@yahoo.co.uk.

2013 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 others I hear about, as well as 'official' LVG events.

Dec. 1: Group Lunchtime Meeting/AGM

2014: Your suggestions wanted NOW – old favourites, new events, new places.

2014

Jan. 5: Group Lunchtime Meeting

Jan. 25: Nostalgia Forum Motor Sport Film Show, Albury, Herts.

Feb. 2: Group Lunchtime Meeting

Mar. 2: Group Lunchtime Meeting

Mar. 22: TR Register Special General Meeting

Apr. 6: Group Lunchtime Meeting

A full calendar will be published in the New Year, so now really is the time to let us know what events you want.

Some Sad News

Many of us in Lea Valley Group and the local TR community have had occasion to use the services of that renowned TR guru and mechanic, Pete Cranwell, over the years. For example, my own TR4A visits the Cranwell workshop at Guilden Morden every year, usually in March for its pre-season service.

A feature of these visits usually has been the presence of Pete's father Mick, who sadly passed away in October. As you may know, Pete and his father worked together for many years, running a haulage business, until Mick retired, and most of the fleet was sold off, leaving just one van with the familiar logo "M.F.Cranwell & Son".

Our thoughts and sympathy go to Pete and Amanda.

Pete Muncer

EDITORIAL

Most of the major outdoor events are now over, but September was an exceptionally active month for some of us, with not only our own 40th Anniversary 'TRot 2 TRees' tour in Suffolk and Essex (reported in the previous TRunnion and also in the latest issue of TRaction), but also the CACCC 'Falling Down Tour' in Norfolk and a one-off 'MetroBears Tour' in Wales. Our TR3A has performed magnificently on some challenging roads and is now in serious need of a major service. However, it will continue to serve as my everyday transport, so I hope there isn't too much salt this winter - the cumulative effects of six years back on the road are beginning to show.

The mid-monthly Wednesday evening pub meetings have proved popular with a small but dedicated band and have provided an opportunity to revisit some of our old favourites and provide an opportunity for those who cannot attend Sunday lunchtime meetings. However, we have decided to take a break during the worst of the Winter but will resume in the Spring.

In October, eight of us joined North London Group on a day out at AV Classics in Dunstable for an inspection session on their four-post lift, emission test, vehicle check and written report. This was a rare chance to have a good look at our cars' nether-regions in relative comfort, rather than the customary cramped prone position with nose scraping the chassis and oil dripping in the eyes, and we are grateful to NLG for inviting us and to AV Classics for this generous offer.

Although last year's AGM was much delayed, we were determined to get it back on TRack and I can confirm that it will take place at the customary December meeting. However, The Cock is now much busier following its successful take-over, and 1st December will be the first day of their Christmas Lunches, so we have not booked a buffet this year. However, anyone wanting to order food or book a lunch for later can do so on arrival at the usual time (12:00) before we start the AGM at 12:30.

For new members (and others who avoid AGMs like the Plague), our AGM is very informal and fairly short so there is plenty of

time for socialising or tyre-kicking (I do hope most of you still have your TRs on the road).

It would be appreciated if those who have not taken part in our survey could do so before the AGM so that we can ensure that we plan next year's events calendar to meet everyone's needs. We actually had a committee meeting this weekend, the first since I joined, and discovered that (shock, horror) not all the committee had completed the survey. I won't name names, but the guilty were shamed into completing their tout suite. It doesn't take long and is an easy way to ensure that your views and ideas are heard (as is the AGM).

You can download the survey form from <http://www.groups.tr-register.co.uk/lea-valley/newsletter.html> or email me for a copy. And just to make it even easier for you, I've included a copy at the end of this TRunnion which you can print off to complete and post to Julian or bring to the AGM.

Many thanks to Julian and Magda for hosting this meeting, the first of what will become regular quarterly committee meetings. It has produced some new ideas which we will share at the AGM. All current members are prepared to continue - subject to AGM voting (we are a democratic club!). However, we have been a 'man down', or to be more accurate a 'woman down' since Claire moved South earlier this year, so we really need to rectify this. Given the number of new members we have seen this year we hope one or two will be prepared to join us and keep the group moving forward. We are determined not to live in the past and have to try new events.



BrianC

In case you missed my appeal in previous issues of TRunnion to encourage more of you to contribute, I will be pleased to hear from rebuilders, racers, rallyists, tourists, concours specialists and especially partners and new or even prospective TR owners

Kop Hill

Splendid weekend, even though Saturday was a little chilly and there was a brief light shower that morning.

Cars and motorbikes from 1899 to the mid-1970s, a few exotics and the monstrous Napier-Railton. For someone who lived through the war, seeing the Spitfire and Hurricane was something special - and our lovely daughter-in-law, Sarah, could sense that.

Discovered that Brough Superior made not just motorbikes, but a few luxury cars, and 3 of a production of only some 26 were there!

Met two fellows who had been in the TVG in 1970; a Jaguar chap who knew Mick Moore, one of the mechanics who worked on the rally TR4s; and a great many owners of interesting machinery - always delighted to talk about their cars.

Essayed the Hill four times, starting behind a D-type on each occasion - he took off in spectacular fashion every time, to the delight of the spectators and to me.

Jan Pearce, dressed (as always) for the occasion and smoking his pipe, was there with PKV374, which looked splendid as always.

4VC performed well, and eventually I managed to achieve and hold 4500 in direct third on the steepest (1 in 4) part of the hill - that's about 65 mph - but, as the Clerk of the Course pointed out, "traffic regulations apply, the speed limit is 60, but some of you will find that your speedos read high - and I am at the bottom of the hill and therefore am unable to see them!"

Peter Bowden, one of the event's volunteers, Alex and Sarah enjoyed riding the hill beside me, and Ben took a particular liking to a TR6's alloy wheels and 4VC's mesh-covered spotlamps!

Bob & Janet Rowland took their lovely Austin Swallow up the hill - requires first gear on the 25%, but always makes it.

Chiltern Group offered excellent hospitality from 08:00 each day and had an excellent (and very large) display - Peter had somehow bagged a double slot!

Last year raised a record amount for the charities (the whole event is for their benefit), but this year will be even better.

Super family entertainment, excellent organisation - IMHO better than Goodwood.

Saw Paul and Dave - were there more of your troops present?

Ian Cornish

Many thanks for that Ian. I was disappointed to miss it this year but maybe Pete Muncer can tweak the 'Falling Down Tour' date for next year so I can go to both. I haven't received any reports (or photos) from anyone else, although I know Graham Wade did go up the Hill on two wheels again - this time on his other Ariel (sorry Graham I've forgotten which model) which, being older, struggled but made it all the way. That is the beauty of this event - for many vehicles it's a challenge to complete the course and for others it's a great opportunity to unleash the horses.

Update to Tim Hunt's "Handbrake improvement on TR4A-6"

I thought you might be interested to see the following comment posted by 'keith1948' on the TR Forum about Tim's article in TRaction (previously published in TRunnion #20134 (Jul/Aug))

"Just like to report that I have just done the handbrake mod on page 33 of TRAction 269 (Sept 2013) and it has improved the performance of this a lot on my TR4A. Can now use just one hand to pull on handbrake and it holds on steep hills. Just like to add that new pivot hole is 11mm centre to centre from old hole. Also you need to make sure both cables move at same time on equaliser plate (may need to lengthen/shorten one) and when handbrake is partly on, both wheels offer same resistance (jack up rear of car and try to turn each wheel in turn by hand - resistance on both should be similar. If not then adjust square adjuster on backplate.) Both wheels should spin freely when brake is off. Moving pivot hole does mean a bit more movement of handbrake lever but not really noticeable. My handbrake is fully on at 6 to 7 clicks on lever.

Many thanks to Tim Hunt for posting this in TRAction - it has improved my 4A a lot.

P.S. don't be tempted to move new hole more than the 11mm or it will foul inside of handbrake bracket!"

AV Classics Open Day

When Howard Pryor received an invitation for the North London Group to attend the premises of AV Classics in Dunstable for the day to use their facilities he extended the invitation to Lea Valley. I had already heard good reports via Peter Lewis following TSSC's visit earlier this year and apparently MG owners and MX5 groups have also attended and the days have been deemed very successful for all parties. AV Classics spent over £2000 advertising recently and only had one reply, so they have decided on an open day to introduce their facilities and premises to local classic car groups.

They offered up to 30 minutes ramp time each to take a good look at the underside of your TR with their mechanics to offer advice and assistance, including use of their analyser to check emissions and a free tune up on your carbs if required. Not only that, but food and drink were also to be provided, and all absolutely free.

Needless to say, there was a huge demand from NLG members, but with a maximum of 30 cars, 8 members of LVG were able to join them. Driving sans navigator, I had an interesting scenic detour around the countryside and arrived some time after the habitual LVG early birds Paul Richardson and David Randall, but in time to join the huddle under their cars on the lift.

There was a great deal of interest by all present to look at each car so Health & Safety were of little concern to most in order to get a good gander! Whilst some cars were virtually perfect, the majority had some common minor faults (plus a few major ones). Quite a few of the 4-cylinder cars had oil leaks from the timing case and although only a drop in the ocean considering the TR's reputation for marking its territory, this is one leak not easy to spot unless the car is up on a lift. Several cars had loose nuts, but I won't embarrass anyone by name (although mine was the worst offender). Fortunately, the two mechanics, Tony and Paul were quick to whip out the spanners and tighten anything that needed it. With the poor quality of modern rubber components, it was apparent that many of the cars had split ball-joint covers and had lost the rubber grommets that protect the fuel and brake lines where they pass through the chassis. They recommended ensuring that these lines are correctly clipped so that they are neither

loose enough to get ripped off nor rub against the chassis or underside. Rather than using rubber grommets as original, it is better to sleeve the lines with rubber or nylon hose protect them.

Unsurprisingly, Mark Taylor's and Keith Scotchford's TR6s were as near perfect underneath as they are on top, as was Tim Hunt's TR4A, although Tim did seem convinced that they should find something wrong. Despite the huge amount of long-distance touring this car does, it is in remarkable condition and a credit to him.

It was instructive, for me at least, to see the adjustable trailing arm brackets on Julian Hensman's TR6 rear suspension. As it happened, it was instructive for Julian as well - suffice to say, I suspect Joe will be getting a torque wrench for Christmas this year. And so, to the last LVG car and one of the last cars of the day...

Whilst I knew my car had suffered greatly in the past 6 weeks and 2000 miles of hard driving, mostly on B and C roads, there was a lot more in need of attention:

- Clutch flexi pipe perished and bulging
- Crank oil seal and timing cover gasket leaking
- Fuel pump gasket leaking oil at engine block
- Erratic idle speed - throttle linkage stiff and carb jet lever link bolts/clevis pins loose (may need bushing)
- Rear prop-shaft bolts loose (tightened)
- Exhaust clamps rusting and loose (tightened but need replacing)
- Front silencer baffles loose; rear silencer front pipe pin-holed
- Fuel and brake lines need rubber protection where they pass through chassis
- Some floor to chassis mounting bolts may be missing
- Chassis powder coating flaking in several places (needs scraping and painting)
- Outer sills/wing bottoms bubbling

Well, that certainly explains some of the nasty noises that that have recently manifested themselves and perhaps also the increasingly crunchy gear-changes. I'm not convinced about some of the items but it does give an indication of how thorough the

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inspection was and I will be in touch with AV Classics for some of the more difficult jobs when I have done a full service in a few weeks time.

Ah, but I said there were 8 LVG cars, so what of the missing TR?

Graham Wade was one of the last to arrive so he went home as he lives in Dunstable and intended returning when the queue subsided as he doesn't get a lot of spare time. Sadly, we didn't see him again and when I got home I received an email: "Sorry I didn't return. Having left I then spent the next hour on the Tring Road waiting to be rescued as the ignition coil failed and I don't have a spare."

That really is Sod's Law. If he had phoned someone at AV then I'm sure we could have rustled up a spare - I think that between them the NLG guys carry enough spares to rebuild a TR. Ironically, a spare coil is something I have been meaning to fit on the inner wheel-arch 'just in case' and was probably discussing that very topic with a couple of guys at the moment his failed - witchcraft? Maybe, but at least it spared him from seeing the horrors on my car!

Many thanks to owner Aidan and mechanics, Tony and Paul, for an excellent (and instructive) day. It appears that AV Classics enjoyed us as much as we enjoyed them, so much so that Aidan is thinking of buying a TR and attending NLG meetings.

Thanks also to Howard for inviting our group and I won't mention his loose nuts or back-to-front prop-shaft in public! (Oops...but at least not as embarrassing as my list of discrepancies.)

I don't know if any of our group took any photos and although I had a camera with me, it was in the car up on the lift before I remembered to get it out. However, NLG's prolific photographer, Mike North has allowed me to include a few of his.





Photos courtesy of Mike North & NLG - more at <https://picasaweb.google.com/NLGphotos/AVClassicsOct2013>

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We have been fortunate this year to have some beautiful photos by Magda in TRunnion and in TRaction, so I hope you will take a look at her websites and support her in her new venture.

<http://verusdiligo.com/photography/>

or

<https://www.facebook.com/VerusdiligoPhotography>

Classified Adverts

If you have anything to sell/buy or lend/borrow, please email me and I will include it in the next TRunnion.

FOR SALE

TR7 Haynes Workshop Manual

Triumph TR7 1975-1982 All Models 1998cc
Workshop Manual. As new, clean condition. **£12 o.n.o**

TR4-4A Spares

Offers invited for the following surplus items:

- * Smith's 12V +ve earth rectangular clock (tested working Jan 2010). I bought this with the intention of fitting it in the ashtray aperture so could easily be insulated and used on -ve earth cars.
- * Set of 4 Kevlar heater hoses (Adaptor to heater valve, adaptor to block, under dash inlet & outlet) (new)
- * S/S water return pipe (TR2-4A) (new)
- * Vent flap rod (611117) (new)
- * Vent flap lever knob (615888) - marked 'B' so not exactly as original (new)
- * Smith's voltage stabilizer (NOS from Dave Gleed)
- * Spare wheel retaining hooks, wing-nut and disk assembly (used)
- * Ignition switch and key (used but recently tested).

I also have a few used and surplus TR3A bits and pieces (no body panels apart from a gearbox tunnel).

Brian Chidwick (Contact details as on page 1)

CACCC Falling Down Tour

Introduction for the benefit of those new to LVG: For many years, a number of LVG members have regularly taken part in tours organised by the Carpenters Arms Classic Car Club. There are usually three events each year, 'Springing Up', 'Falling Down' and 'Tibbles Tour'. The SU and FD are overnights and TT is a one-day event. Routes are planned by LVG's Pete Muncer.

2013 being the club's 10th anniversary, this year's FD revisited the East Anglian area used in 2003. The hotel chosen this time was The Scole Inn near Diss, Norfolk described in the preliminary tour information as "...an unusual hotel in Norfolk. The hotel is in the village of Scole which is only 10 minutes from the charming market town of Diss which is well worth a visit.

The hotel is very old and stuck in a time warp and it dates back to the 17th century. It is tired inside with odd bits of plaster coming off the ceilings but the new owners are trying to get agreement with the local council and English Heritage about moving forward on necessary refurbishment works.

It has charm and is quirky! Kings, thieves and people of notoriety with their mistresses have stayed at this old coaching house. Even a murder has taken place in one of the bedrooms (allegedly). This bedroom was shown to us but [we] are going to stay in one of the courtyard rooms instead of the main hotel. Yes, you could say we chickened out."

As the hotel offered us a discount for an extra night a number of us met up on the Friday after making our own way there. The description was certainly pretty accurate and definitely interesting, but it was apparent that with a huge cash injection to restore it to its former glory, the hotel could be stunning. A minibus was commissioned to ferry us to a very popular dining pub a few miles away and made an excellent start to the weekend.

Saturday was free to visit whatever local attractions people fancied. Like many of the group, Lynda and I went to Southwold which we last visited about 30 years ago on my Honda CB400T when we had just become born-again bikers, so it was slightly more civilised this time in the TR. The weather was excellent and we spent the entire day 'at the seaside' and found the best pub in town with all of Adnam's real ale varieties available. Definitely a place to spend longer!

By late afternoon all had returned to Scole to meet up with the remaining tour entrants who had travelled up during the day, so the car

park was full of the usual TRs, Herald and various types of MG, plus cars as varied as Morris Minor Convertible, Jaguars, Porsches and even a Rolls Royce (don't know which model, they all look the same to me - BIG!). One of the Jaguars decided to spring a leak all over its distributor, so a few of us got involved in fixing that. The owner was not amused at having my spare TR heater hose and clips on his beloved XK150 but at least it was drivable again, just in time for us to join the rest of the group for dinner and raffle.

The actual tour (or 'Touring Assembly' in official MSA terminology) started on Sunday morning with a short 14 mile first section to Flixton Aviation Museum. Whilst we have visited a number of similar venues on various tours, this turned out to be the most impressive so far. On this day there was also a special display by the Royal Observer Corps, but the stand-out item for me was the Ken Wallis display of autogyros which is a permanent feature. I think you would need several half-day visits to be able to see everything but we had to leave in order to get to the next checkpoint a mere 5 miles away at St. Peter's Brewery based at the C13th St. Peter's Hall, South Elmham. We had already done the excellent guided tour and sampling on a previous tour so, after stocking up with a representative selection of their extensive range of ales, we had time for a quick one in the bar before setting off on the 20 mile third section to an even older monument, the C12th Framlingham Castle. It was extremely busy here and we had a lengthy chat with a visiting American tourist who was a keen classic car enthusiast and had owned a number of Triumphs in his youth. Although we didn't have time to explore the main castle buildings, we did take a stroll along the moat wall walk to admire the views over the mere.

And so to the main event, the Run for Home, back to base at the Carpenters Arms in Harpenden - 101 miles with plenty of our favourite, almost deserted B-roads broken up by some of the most picturesque villages of Suffolk and Essex. Having done 'Tibbles Tour' in June and the 'TRot 2 TRees' tour two weeks previously, this was almost a case of déjà vu, as we passed through Lavenham, Long Melford, Cavendish, Clare, Steeple Bumpstead, Radwinter, Clavering, etc., etc., but this time in the opposite direction and no less enjoyable this time around.

MetroBears Tour

"Oh no - not another tour report!" I hear you cry. Well, I'll keep this brief, but I thought it would give those contemplating using their TRs a little more adventurously an idea of the variety of tours available. This one started life as a Sporting Bears event but eventually was run independently by Chris and Pat Glasbey. It was based once again at the 4-star Metropole Hotel in Llandrindod Wells which was used for a previous SBMC tour and promised more of the same and similar scenic and challenging (at least for the older cars) driving.

After a splendid dinner on Friday evening meeting up with a lot of regular touring Bears plus some new faces on their first tour, we set off early on Saturday morning for a full day's driving, interspersed with a good variety of interesting checkpoints.

The first section of 44 miles quickly got us onto well-known white roads used by rallies of the 60s/70s. Much of this section was narrow with passing places, but well worth the effort of occasionally having to back-up, for the fantastic driving and scenery, especially via the Devil's Staircase. This starts from Abergwesyn and climbs 750 feet in 3 miles with plenty of hairpin bends. Then through forestry land alongside Lynn Brianne (no relative) until we arrived at our first checkpoint at the Dolaucothi Gold Mines (also known as the Ogofau Gold Mines). These Roman surface and underground mines in the valley of the River Cothi, near Pumsaint are the last in the UK and although you can pan for gold here, the chances of success are infinitesimal. Welsh gold is so valuable they can't even afford to sell it in the on-site shop. Nevertheless, the little museum and mining machinery displays were worth a look and after coffee and Bara Brith, we set off on the next section.

A slightly more relaxing drive of 54 miles took us along the coast to our lunch stop at the Cliff Hotel at Gwbert. After a relaxing lunch and well-earned pint there was just time for a cliff-top stroll to admire Cardigan Bay before hitting the road once more.

The third section of 60 miles was scenic but less challenging than the morning section (probably just as well after lunch) and took us to the Woodlands Caravan Park at Devils Bridge, near Aberystwyth. Just a short walk from the tearooms is the Devil's Punchbowl, famous for its three bridges built, one on top

of another and the spectacular 300 foot Mynach Waterfalls.

The final section of 39 miles via the beautiful Elan Valley took us back to the Metropole in time for a preprandial dinner drink.

Although the route for Sunday was to be a lot shorter, we started early once again and this was to prove a wise move. The first section of 42 miles ended at the Dan-yr-Ogof National Showcaves and Dinosaur Park, Abercrave. This was billed as just a short stop for refreshments but with specially arranged discounted admission to the caves and park. We did wonder just what to expect but it was well worth spending the time to explore the caves. The whole park was full of life-size dinosaurs with over 200 different species in naturalistic settings. Although we thought we had seen enough of dinosaurs when the kids were young, this was in a totally different league. Thoroughly recommended, with or without kids!

Having spent more time there than expected the 24 mile route to the Brecon Mountain Railway for lunch was little frantic, not helped by the slightly confusing signage near Pant Railway Station. But we managed to finish lunch just in time to see the first steam train of the afternoon. Surprise, surprise, it turned out that Lynda and I weren't the only railway enthusiasts as everyone made a dash to the ticket office and scrambled aboard. Expecting something like the rack and pinion Snowdon Mountain Railway, we were surprised to see this Baldwin loco at the head of the train.



*Details for fellow steam railway enthusiasts:
No.2 Baldwin Locomotive, 4-6-2 Tender Loco 47 tons
Built by Baldwin USA No. 61269 in 1930 for a cement
works in Port Elizabeth, South Africa.*

And the reason for this seemingly inappropriate locomotive? Well, the Brecon Mountain Railway doesn't need rack and pinion as it doesn't actually run up the

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mountain, but along the side, running the full length of the Pontsticill Taf Fechan Reservoir.

After this second extended checkpoint visit, some entrants decided to take the short main road route back to Llandrindod Wells. But they missed one of the best sections of the weekend. We did most of this 61 mile route in the company of a Healey 3000, stopping off with several others at a very convenient ice cream van parked at altitude to admire the magnificent views before the dash back to the Metropole for the final dinner.

The whole point of these tours is to enjoy using our cars and to raise money for charity. This event raised a total of £2,831.25 for

Hope House Children's Hospices - not a bad result for a field of only 18 cars.

For anyone contemplating visiting this area, here are some links to the various venues.

<http://www.metropole.co.uk>

<http://www.nationaltrust.org.uk/dolaucothi-gold-mines/>

<http://www.cliffhotel.com/>

<http://www.cliffhotel.com/>

<http://www.woodlandsdevilsbridge.co.uk/>

<http://www.showcaves.co.uk>

<http://www.breconmountainrailway.co.uk/>

If you want to try some of the route, then have a word with Chris and Pat at an LVG Sunday meeting.



New Member Introduction

I have received an email from new member Pierre Miles, along with a couple of photos. Maybe other new and more recent members would like to send in photos of their cars.

I've just become the owner of my first TR and found that the nearest TR Register group to where I live is the Lea Valley group and that you are able to distribute a newsletter covering local aspects of the Register. I would appreciate it if you would add me to your distribution list.

My new car is a 1972/3 TR6, reg PJM746L, previously owned by another TR Register member. Photos attached - they're not brilliant as I just snapped them to support the insurance arranged via the Register.

I know that the engine has been tweaked to provide a bit more power and that MX5 seats have been installed. The exhaust is interesting - a stainless steel system that pops and crackles like mad when properly warmed up and on the overrun. I assume that 's normal? The previous owner also decided to paint the dash black - it looks OK but I think I'll be finding a walnut dash in the not to distant future. I'm still learning about raising and lowering the soft top - more practice needed.

There are a few things to look at (e.g. choke VERY stiff to engage, driver's window doesn't

go up quite far enough), but then I've had the car for just 4 days so far so I'm still finding out about it.

I note the details regarding group meetings and will endeavour to come along some time soon, although family commitments look as though they will prevent this until early next year.

In the meantime thank you and Merry Christmas!

Pierre Miles



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 (long since, thankfully finished).

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.

Not 50 years already? (no, 48 & counting)

I have been a regular attendee at the Goodwood Circuit Revival meeting (15 years out of 16 so far), and in recent years, various 50-year anniversaries have been celebrated (E-type in '61, AC Cobra in '62, Ford GT in '63, Jim Clark's first World Championship in '63, etc.). This made me realise that I'm heading that way myself, as 1965 marked the commencement of my active participation in motor sport and motoring events, which of course continues today with classic car tours. 1965 is also a significant year, as it saw my TR4A come off the production line (around mid-October, research suggests).

Early Days

In 1965, I was a hard-up 21-year-old (yes I'm really that ancient), driving a tired Ford 100E, so my motor sport activities initially were limited to navigating for my friend Phil in his Sprite Mk.2 in 12-car road rallies organised by Stort Valley A.C., where my uncle was one of the leading lights. By 1966, enough pennies had been saved for me to buy my own Sprite (a Mk.2A, with 1098 engine & front disc brakes no less!), so Phil & I then alternated driver & navigator roles for the next year or so, and managed to win the club Novice Driver & Navigator trophies (can't remember who won which). Unfortunately in 1967, I managed to write my car off (against a Ford 100E of all things!), so that curtailed competition activities for a while. Incidentally I do remember that both Phil & I were keen to move up to an MGB – just proves that you can grow older & wiser.

Off-Road Antics

By late-1968, things were becoming more serious – firstly, I married Sue, and secondly, I was involved with a group of guys building a car for autocross events. Autocross (i.e. rallycross but on grass) was a booming sport at the time, with meetings in the region literally every weekend from April to October.

As you could have two drivers per car, the idea was to alternate driving and support crew duties each weekend. The car was a 105E Anglia (bought from a guy in the office), which we stripped out, and fitted a 1300 cross-flow engine, up-rated suspension, wider wheels, knobby tyres, etc. From our first event in April 1969, we all got the hang of driving on grass & mud pretty quickly, and achieved second in class several times (although no wins) during the season.

Big plans were formulated for the 1970 season. Kip & I would continue with the Anglia, while Tim & Chris would build up a 1300 Escort – we were all set to take the autocross world by storm. However both teams had mixed seasons – the Escort's motor was very "hot" but unreliable, although Tim managed to qualify for the Player's No. 6 National finals – but the motor blew as he crossed the line!

The Anglia also suffered a major blow-up early in the season (con-rod through the side of the block), and the projected rebuild costs caused Kip to announce his retirement. Luckily I quickly found another partner, Dick, a mild-mannered and inoffensive-looking guy, who became a complete animal behind the wheel – i.e. he was b****y quick!

Anyway, the rest of the season went well, both of us getting some class wins – even my wife got into the act at one very wet meeting, taking the Ladies Award! However, after two hard seasons (more than 40 meetings), the Anglia was rather knackered (so were the drivers), and the projected costs of a new car also caused my retirement from the wheel.

Enter Stage Left

By 1971, having done three seasons of autocross, Tim was looking for a new challenge. The Escort was converted to road-legal rally spec. and fitted with a Broadspeed all-steel pushrod 1600 motor, which was quick enough to embarrass the

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Escort twin-cams. My previous navigational experience got me a place in the “hot seat”, starting a rallying partnership with Tim that was to last 20 years.

We did three seasons in this car, mostly in stage rally events around East Anglia and the South-East, learning the ropes of stage rallying but not winning much in the way of trophies. Incidentally we did some events without a service crew! (unthinkable today). We also did a few night road-rallies, but these were becoming virtual road races and rather anti-social (130mph by the fast boys down the straight roads in Norfolk). By 1975 anyway, Tim had his sights set on a bigger challenge, the International Lombard-RAC Rally of Great Britain (or just “the RAC”).

Into the Forests

Tim felt we needed something a bit different to be sure of getting an entry in the RAC – even with a 250-car maximum, the entry list was over-subscribed every year at the time. So the Escort was sold (much to my regret), and the replacement was – a DAF 66 Marathon 1300 (rubber-band transmission and all!). Well, the theory worked, as we got our entry in the 1975 RAC, seeded no. 228, but sadly we didn't finish, going out on the last night in the Lake District with a broken prop-shaft.

Having falling virtually at the last fence in 1975, we were back in 1976, and promoted to no. 210 this time. A virtually trouble-free run saw us finishing in 66th place (appropriately!), and as two-thirds of the entry had retired, we were delighted. Incidentally, that year's event was over 5 days – a long first day doing the spectator stages (stately homes etc.), followed by two 36-hour loops, with just one night's sleep in between, and covering the country from Devon to Southern Scotland (and no pace notes allowed). The modern equivalent is 9-to-5 in the Welsh forests only – wimps!

Tim had now got the DAF bug out of his system, so the car was retired, and replaced by a 1300 Hillman Avenger. We didn't get an entry on the 1977 RAC (still over-subscribed), so we did the Clubman's Rally instead, and which was the second half of the main rally. We had a great run, and if only we hadn't had a puncture in Kielder Forest at about 2am, would have finished 4th overall and first 1300 car – as it was we were 7th overall. Rallying is full of “if only” stories (so is golf).

We just managed to get an entry on the 1978 RAC (car 200 out of 200!), and after a couple of trouble-free runs in '76 and '77, we had our fair share of troubles this time. On the second day in the Scottish Borders, the rear axle broke, and the replacement (fitted by our service crew in 25 minutes!) had the wrong diff. ratio, so performance suffered. The following night in North Wales, Tim swallowed some petrol while siphoning from another car (with permission!), and you can guess the effect. Shortly after this mishap, the speedo. drive failed, so no Halda trip meter (essential for reading trip mileages), so navigator (me) resorts to maps and starts feeling car sick (the fumes in the car didn't help). Finally as dawn is breaking, the exhaust falls off – why the **** are we doing this? Anyway we made it back to the finish at the NEC in 57th spot – wonder how much higher without the problems? (“if only” again).

On the Road Again

The dramas of the '78 RAC influenced Tim to take a break for a year or two, so yours truly decided to fill his weekends with - the trusty DAF! (still sitting on Tim's driveway). I had a couple of fun years doing night road rallies, club auto tests, etc. – the highlight was coming 3rd overall behind a couple of 2-litre Escorts on one night event (probably more due to navigator Frank on the maps rather than my driving). The car was also used for trips to shops / school / work etc. – our daughters became quite used to being surrounded by roll cage, fire extinguisher and the like.

Stage 2

By 1982, Tim had got his second wind as it were, and built up a Talbot Sunbeam 1600, using many components from the Avenger. We did six seasons in the Sunbeam, winning the 1600 class in the London Counties Stage Rally championship two years running. We also had a final fling (although we didn't know that at the time) in the 1984 RAC Clubman's Rally – guess what, in the Forest of Dean the back axle broke! (must have been a part left over from the Avenger). Later that night, somewhere in the Glamorgan Forest, we went off into a ditch, and suddenly hordes of spectators appeared from nowhere and bodily heaved us back onto the track – thanks lads!

Stage 3 (and 4x4)

Early in 1988, Tim's latest acquisition appeared on his driveway, no less a beast than a Sierra XR4x4.

The aim was to have another shot at the RAC Rally, although as it turned out this was not to be. The car was in Group N (Production Car class) trim, and as such was probably a bit underpowered with the 2.8 litre V6 motor, but the four-wheel-drive was fabulous, especially in wet and muddy conditions. Initially, cars with 4WD were comparatively rare still in regional and local events, and we had our best-ever results in this car, finishing in the top 10 overall and winning the Group N class several times. In particular I remember a very wet event in 1988 in Bagshot Forest, where we were delighted to finish 7th overall – then we noticed a spotty youth in a tatty Sunbeam, who had finished 5th overall in only his third rally ever! His name – Richard Burns, later 3-times winner of the RAC Rally and 2001 World Rally Champion – sadly missed today.

We didn't get an entry on either the '88 or '89 RAC Rallies, and by this time the competition even in local events was starting to feature works-spec. Audi Quattros, Sierra Cosworths, Toyota Celica GT4s, etc. We couldn't hope to live with this sort of equipment, although we still managed to win our class from time to time, including our penultimate rally together in 1992 in Thetford Forest. Sadly in our last ever event in October 1992, we went out with a whimper, spending 30 minutes stuck on a pile of logs in Clipstone Forest – and it's all caught on video!

A few years later, in 1996, the Sierra made a

re-appearance at the 30th Anniversary Players No.6 Autocross – Tim had a good day, coming 2nd in the rally car class. He even offered me a drive – and I declined – idiot!

TR TRavels

As a 20-year rallying "career" came to an end, so I was getting drawn in to classic cars (much more appropriate for a gentleman of my age and disposition). Initially with a shared TR6, and then for the last 20 years with my own TR4A, the classic car scene has continued my active motoring involvement. Tours organised by Haynes, Norwich Union, AXA and now CACCC, have taken in many circuits, hill-climbs, and proving grounds, including Silverstone, Castle Combe, Donington, Thruxton, Pembrey, Prescott, Shelsey Walsh, Gurston Down, Wiscombe Park, Epynt, Millbrook, MIRA, etc. The TR has also "gone foreign" several times, including France, Belgium, Holland, Germany (just!), Northern Spain, and Ireland. What's more, all these events have been at sociable times of the day, not 3 in the morning, and invariably a refreshing libation finishes the day.

After 20 years in the "hot seat", it was refreshing to get back behind the wheel, and scaring the **** out of some other poor soul – usually of course my better half! However, I can also relate more closely now to Tim's past concerns over the cost of repair bills (so can my better half!).

So, that's nearly 50 years of playing with cars – looking forward to 60!

Pete Muncer

Communication in the Digital Age

Communication is a two-way street and technology is rapidly shaping the ways in which we drive that street. The days of generating magazines and newsletters by typing, cutting and pasting and then having them typeset, printed and posted are numbered - at least as a primary vehicle. Like it or not, 'Social Media' is here to stay and is becoming the fastest, cheapest, most common and effective way of communicating, both for businesses, clubs and other organisations. The TR Register is in the process of upgrading its website and has already established a presence on Facebook and Twitter, in addition to the TR Forum. All of these allow the club to not only publicise events much more widely and at short notice, but to receive immediate feedback and comment from members and the general public. The appointment of Wayne Scott as Press Officer should ensure that this raises the profile of the club and encourages more members to participate in discussions online, especially those who cannot easily get to events and local group meetings.

A number of local groups have recently set up their own Facebook sites and those of us who have already braved that seemingly terrifying and dangerous environment are finding much of interest in the wider TR world. I now have 'friends' and access to TR and classic car groups around the world and am constantly surprised to see some familiar characters from Triumph's sporting history posting interesting stories, photographs and videos. I have volunteered (???) to investigate how Lea Valley Group could benefit from alternative forms of communication, so if anyone else is interested in getting involved in some experimentation, please contact me at the usual email address or via Facebook, TR Forum or Twitter (although I confess to not being a fan of the latter despite having an account).

Nostalgia Forum Motor Sport Film Show - 19th Oct 13

From: Richard Hinton:

Many thanks indeed to all of you who attended the film show with Paddy Hopkirk and Alec Poole.

Paddy Hopkirk is now 80 yet still has a punishing schedule of engagements - he was at a motor show in Paris all last week, with us all day Saturday in Poole speaking on Saturday evening and at another presentation in Stoneleigh on Sunday – quite amazing.

Alec Poole is a great friend for a very long time they have worked together and it was fascinating to hear his parallel motor sport career which extends to the present as organizer of “Rally Britannia” and other shorter spin off events. They were both quite brilliantly entertaining – our grateful thanks to them both.

Fred & Maurice were quite superb, the consummate professionals- smooth presentation great stories, got the best from Paddy & Alec. These two should be presenting the world rally championship on TV now! And a masterstroke calling Willy Cave and David Kirkham up to the stand who were both outstanding, with their own rallying stories - this ploy is a must in future days.

Glyn Parham - another outstanding job with the quiz – the whole package produced and executed brilliantly – this is a fantastic help and remains as popular as ever. Great work.

Just look at Stephen Lee’s photos – I just asked him if he would take a few pictures to immortalize the day especially the helicopter departure and he selflessly devoted the whole day to recording everything with outstanding results.

Jane, Bill, Will, Tom, & Alex – looking after us all. What can you say? Maintaining a super high standard in everything all day - the food & service - it was all lovely yet again – this was the 14th time !!!

Geoff Hawkes worked so hard with me in the days leading up to - and all day Saturday - all the unglamorous stuff the heavy lifting of all the catering kit etc very hard work leading up to 9.30 on Sat morning – Fantastic effort much appreciated by us all.

Christine – a steadfastly logical approach to everything – she copes brilliantly with all the really important aspects of the day – we just could not do it without her and the multitude of areas she so brilliantly covers simultaneously - fantastic job as ever.

Most important of all thanks to all of you that are such loyal supporters without whom it would all just stop.

Thanks to all those who donated items to the charity auction in aid of the “SKIDZ” fund which Paddy is patron and to those who so kindly purchased lots - £600 was raised which was quite fantastic – thanks all of you .

Here are a few pictures of the day:



Paddy at 80 and the Mini goes back 54 years now. – Peter Calver’s recently restored 1970 example



*Fred Gallagher Paddy Hopkirk
Alec Poole Maurice Hamilton*



Willy Cave Fred Gallagher David Kirkham



The Augusta



Rally driver Pilot Marcus Dodd watches as Paddy boards at 5.20pm...



...and its good bye from me Will helps Paddy aboard



On route to Poole Dorset



Finally Perth motor sport cartoonist Rod Waller's take on the day (For those who do not know we have a chap in the village with a de-commissioned 25 year old Russian tank he drives around the fields). Thanks most from me to you all who come and support us to keep it going.

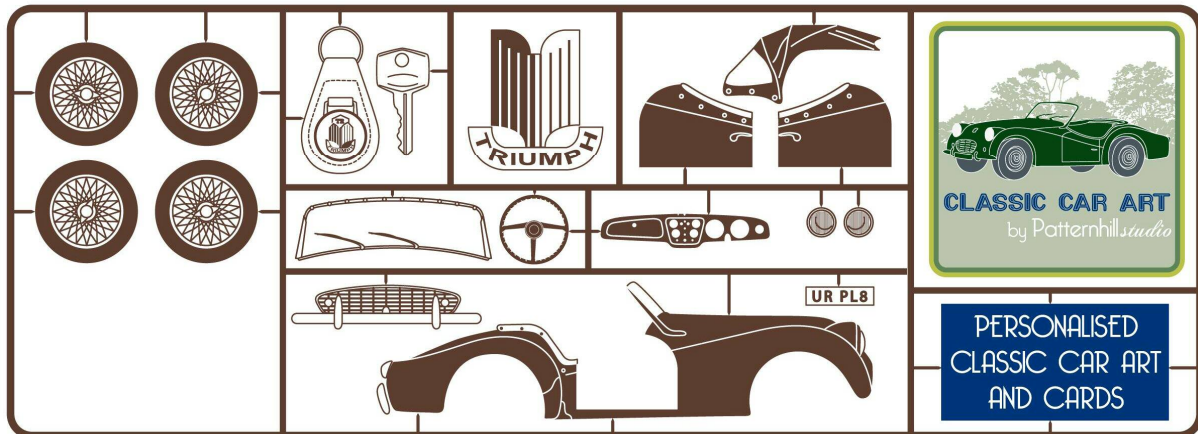
Next film show is: January 25th Saturday 2014

Classic Car Art by Patternhill Studio

Apologies for a blatant advert on behalf of my daughter, but here is a possible source of some ideas for Christmas presents and cards.

After several years of prodding, I have worn her down and she has turned her design skills towards TRs and other classic cars, so in her own words:

"Classic Car Art is an exciting new venture by Sarah, the owner of Patternhill Studio. We aim to create printed products for classic car enthusiasts. Starting with the launch of our Triumph TR greetings card and art prints."



This is very much a spare time, hobby enterprise and she is looking for feedback and ideas for further products. You can view her initial designs here:

<https://www.facebook.com/CCAbbyPatternhillstudio> [This is an open website, so you do not need to be a Facebook user or login so please pass the link on to any TR friends not on Facebook].

Please note that I have no commercial involvement and I doubt Sarah will do more than cover her costs, but it's all good experience for her and an opportunity for us to get some affordable different and customised artwork.

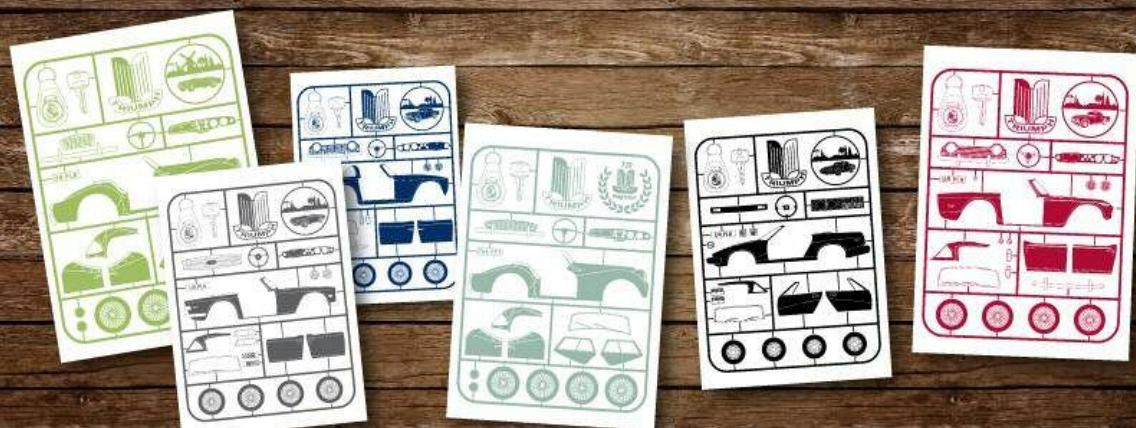
Sarah has recently added a few new models plus prices and ordering details:

How to order our Personalised Prints & Cards

Simply send us an email with details or a photo of your car and we can personalise something especially for you. Email: patternhillstudio@hotmail.co.uk



CLASSIC CAR ART
by Patternhillstudio





Prices Include Free Delivery

Large (A3) Art Print £15 Small (A4) Art Print £12

Set of 10 Personalised Greetings Cards £15

Follow us: www.facebook.com/CCAbbyPatternhillstudio

TR Register

Lea Valley Group - Member Survey

If you are a new member to the TR Register or are new to the Lea Valley Group, a very warm welcome! All our members are actively encouraged to participate in the events that interest them and to get the most they can out of membership. Most of all, we encourage new members to attend First Sunday and / or Third Wednesday events – don't be shy, we are a very open and friendly group!

This survey has been designed to find out what members want to get from their membership at a group level and is actively used by your group committee to tailor group events and activities. Please provide as much information and feedback as you can to help us achieve the right mix.

You and your car

Name		Date	
Location (town / village)		Membership No	

Please provide as much information about your car(s) as possible. For Current Condition, please use a scale of 0 to 10, where 0 is un-roadworthy and 10 is concourse. Please add a separate row for each car.

Car	Registration	Year	Current Condition	Changes / Improvements Last Year	Changes / Improvements Planned This Year
Example TR6	CBW999K	1971	7	Suspension, cosmetic, minor tuning, overdrive	Cosmetic, more suspension, comfort

Are you a member of other clubs which may be of mutual interest (please indicate)?			
Do you wish to be contacted about Lea Valley Group activities?			Yes / No
What is your preferred method of communication with the group?			
Email ☐	Word of mouth (social scene) ☐		I will check the website ☐
Your email address:			

Your opinion and requirements

Please indicate the areas of group activity which interest you (tick all that interest you)			
Car Runs ☐	Technical Advice ☐	Social Scene ☐	Events ☐

If you selected Car Runs above, please indicate the kind of car runs that interest you	
“Tulip” Tours (A to B following a “tulip” route book)	☐
Treasure Hunts	☐
“Route to Lunch” (in fact an arrangement to meet in a specific place and run convoy to any social meeting)	☐
“Day Out” convoys	☐
Longer organised convoys (e.g. weekenders)	☐
International trips	☐
Other suggestions (please describe):	

If you selected Technical Advice above, please indicate the methods that interest you	
Written / verbal advice from other members	☐
Hands on assistance from other members	☐
“Open Days” at Alliance Partners (e.g. classic / club friendly garages)	☐
Other suggestions (please describe):	
Do you have any recommendations to make to other members (e.g. a good garage sympathetic to older cars)?	

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TR Register LVG Survey v1.1

If you selected Social Scene above, please indicate the meetings that interest you	
"First Sunday" of each month, to include lunch at The Cock in Broom	☐
"Third Wednesday" of each month, an evening meet (please check website for venue)	☐
Games and competitions (e.g. darts, skittles, including inter-group challenges)	☐
Other social meetings e.g. Barbecues?	☐
Photo shoots	☐
Other suggestions (please describe):	

If you selected Events above, please indicate the types of events that interest you	
TR Register events e.g. car shows, auto-jumbles etc.	☐
Events with Other Groups / Clubs (suggestions always welcome!)	☐
Film Shows	☐
Talks (including the occasional celebrity!)	☐
Other suggestions (please describe):	

Other

Do you have any other suggestions you would like to make?
Do you want to get more involved with the club (e.g. organisation, written contributions, etc)?

Thank you!

Please email your completed form to jhensman@seorb.com
or post to Julian Hensman, 4 New Cottages, St Pauls Walden, Herts, SG4 8DB