

The TRunnion

TR Register Lea Valley Group

2014 Issue 3 (May/Jun)

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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

LVG: 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.

2014 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 that I hear about, as well as 'official' LVG events.

However, we are promoting the following

BIG-4

events which we hope will be supported by as many LVG members as possible, so please make a note of these dates in your diary.

May.11: LVG "Baldock-Broom-Bury Tour" ✓

Jun.22: STMD (Brooklands)

Sep.7: LVG "The King's Run Tour"

Sep.21: Kop Hillclimb

~o0o~

Other Events

2014

Jun.1: LVG Monthly Lunchtime Meeting & Brighton Beach Classic Motor Show

Jun.7: Letchworth Garden City Classic & Vintage Car Club Transport Picnic, Halls Green

Jun.8: Luton Festival of Transport, Stockwood Park (check with Paul for tickets) & Stony Stratford

Jun.15: Fathers' Classic Day Out, Woburn Abbey
Toddington Railway Classics Day.
Steam trains running thro Cotswolds towards Cheltenham. Group run thro lovely countryside & super roads!!!!

Jun.18: LVG Mid-monthly Evening Meeting

Jun.22: STMD (Brooklands) [BIG-4]
<http://www.standardmotorclub.org.uk/standard-triumph-marque-day.html>

Jun.23: TSSC Meeting - The Rising Sun, Halls Green, Weston

Jun.29: CACCC 'Tibbles Tour'

Jul.2:	Classics in the Walled Garden, Luton Hoo (from 4pm)
Jul.6:	LVG Monthly Lunchtime Meeting & Santa Pod Retro ?
Jul.13:	Chilford Hall Vineyard.Group run. We could organise a route from The Cock? & SBMC Kimbolton Fayre
Jul.16:	LVG Mid-monthly Evening Meeting
Jul.20:	Shelsey Walsh
Jul.25:	Silverstone Classic
Jul.26:	Silverstone Classic
Jul.27:	Silverstone Classic
Jul.28:	TSSC Meeting - The Rising Sun, Halls Green, Weston
Aug.3:	LVG Monthly Lunchtime Meeting
Aug.7:	2nd RNLI Vintage & Classic Car Event (The 2nd Pirton Vintage & Classic Charity Car Event, with all proceeds going to the Royal National Lifeboat Institution, will be held at the Recreation Ground in Pirton, Herts on Thursday 7 August 2014).
Aug.8:	TRR IWE Harrogate (Paul: Scenic route/group run on Friday stopping for lunch halfway? I don't think we need any other events in August because of holidays!!!)
Aug.9:	TRR IWE Harrogate
Aug.10:	TRR IWE Harrogate
Aug.16:	LVG Committee Meeting
Aug.17:	Hampshire Classic Motor Show, Breamore Countryside Museum, Nr. Fordingbridge, Hants
Aug.20:	LVG Mid-monthly Evening Meeting
Aug.22:	Car Fest South, Laverstoke Park Farm, Basingstoke, Hants
Aug.23:	Car Fest South, Laverstoke Park Farm, Basingstoke, Hants
Aug.24:	Car Fest South, Laverstoke Park Farm, Basingstoke, Hants & Annual Knebworth Classic Motor Show & Blenheim & Little Gransden Air & Classic Car Show
Aug.25:	Annual Knebworth Classic Motor Show & Brill Show & TSSC Meeting - The Rising Sun, Halls Green, Weston
Sep.6:	Brighton Speed Trials
Sep.7:	LVG Monthly Lunchtime Meeting & LVG 'The King's Run Tour' [BIG-4] - Chris & Pat Glasbey's tour around the Anglia region
Sep.12:	Goodwood Revival
Sep.13:	Goodwood Revival
Sep.14:	Goodwood Revival
Sep.17:	LVG Mid-monthly Evening Meeting
Sep.19:	CACCC 'Falling Down Tour'

Sep.20:	Kop Hillclimb & CACCC 'Falling Down Tour'
Sep.21:	Kop Hillclimb [BIG-4] (Group run. Meet up with Chiltern Group who usually have stand) & CACCC 'Falling Down Tour'
Sep.22:	TSSC Meeting - The Rising Sun, Halls Green, Weston
Sep.28:	Sywell Pistons and Props
Oct.5:	LVG Monthly Lunchtime Meeting
Oct.12:	Westonbirt Arboritum. Group run/scenic route to see the autumn colours?
Oct.26:	Restoration Show, Stoneleigh
Oct.27:	TSSC Meeting - The Rising Sun, Halls Green, Weston
Nov.2:	LVG Monthly Lunchtime Meeting
Nov.15:	LVG Committee Meeting
Nov.24:	TSSC Meeting - The Rising Sun, Halls Green, Weston
Dec.7:	LVG Monthly Lunchtime Meeting/AGM
Dec.22:	TSSC Meeting - The Rising Sun, Halls Green, Weston

2015

Jan.4:	LVG Monthly Lunchtime Meeting
Feb.1:	LVG Monthly Lunchtime Meeting

This calendar will be regularly updated in TRunnion and also on the website, so please check there for latest information.

EDITORIAL

First of all, I must apologise for the rather late publication of this issue. The last couple of months have been rather busy, both domestically and on the TR front. As well as two tours and a short holiday in the TR, clocking up mileage which threatens to exceed my current insurance limitation, we have also had the second LVG committee meeting of the year and the first two mid-monthly group meetings. The B2B2B was apparently a great success as you will read in Julian's Group Leader's Report.

Lynda and I also managed to fit in a visit to a North London Group meeting at The Plough, Tyttenhanger Green, where we were made very welcome. Being on the Southern edge of LVGland, this would appear to be a suitable candidate for a future LVG evening meeting in keeping with our intention of moving meetings around the area to give everyone a better chance to get to a few. We would really like to have suggestions for pubs in your area, perhaps even your local. Basic requirements are a reasonable sized car park, real ale and bar snacks (or at least a

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decent selection of crisps, peanuts, porky scratchings, etc!)

Howard has also asked me to mention NLG's 'Shiney Car Night' on 12th June at The Old Red Lion, King's Langley, HP3 9TD from 8:00pm onwards. The landlady will be sole judge and allegedly cannot be bribed! Whilst I certainly couldn't compete, I hope to go along (with sunglasses for protection) to be impressed by the dedicated polishers.

(N.B. Oxford dictionary quotes "shiney is a common misspelling of shiny" so don't blame me!)

I had hoped to receive some reports and photos from those who went on the MK Classic Drive It Day Tour (or any other DID event) but Hope springs eternal... As Lynda and I were unable to go this year, we did at least enjoy a 50 mile drive in the countryside, ending with an excellent lunch at The Fox and Hounds, Barley. This was a pub used many years ago by the group and perhaps would be a suitable venue for one of our evening meetings where we may see a few of our more Easterly members - just thinking; any takers?

Time is pressing if I am to get this TRunnion out before the June 1st Sunday meeting, so I will just remind you of two events the following weekend - the LGCCVCC Letchworth Picnic on Saturday (7th) at Weston and the Luton Festival of Transport at Stockwood Park on Sunday (8th). Although this was a big weekend for the group last year and we displayed TS2 at both events, no detailed plans have been made this year but will be discussed at Sunday's meeting. If you require tickets for Stockwood Park, please contact Paul Richardson.



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

Group Leader's Report – 19th May 2014

This month has seen the first of Lea Valley Group's BIG-4 events with Pete Muncer's B2B2B Tour. MSA Certificate in hand (!), 20 cars took part in one of the best Tulip rallies I have done. Starting at Baldock services, the first stage took us along 60 miles of stunning Hertfordshire countryside; I never knew such views existed in our area. Lunch was at our regular watering hole, The Cock Inn in Broom (the famous pub with no bar) but unfortunately, owing to the excellent take-up of this event, some of our numbers had to wait a little while for their food. Apologies for

that guys; we did tell them we were arriving in quantity but I guess they still struggled a little.

Joined by some who started their tour from the lunch break, we then traversed the shorter second stint to arrive at St Paul's Walden Bury just in time for their garden open day. A whole mountain of homemade teas and cakes were then walked off round 24 acres of the Bury's formal gardens, featuring some spectacular floral displays. Many thanks to Caroline Bowes Lyon and her team for arranging this visit and allowing us to park on display right in front of the Bury itself.



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Pete has a knack of putting together routes with relatively few instructions per mile, meaning that both driver and navigator can relax more between instructions and enjoy the drive. I don't know how he does it but on behalf of all those who took part, I would like to say a very big thank you to Pete. I would also like to thank those who attended from North London Group. It was great to see you guys and we hope you enjoyed the day.

Our next BIG-4 event will be the slightly more relaxed Standard Triumph Marque Day at Brooklands on Sunday 22nd June. Our intention will be to meet at 2:00pm at the Group Leader's car, which will have the LVG Flag on it. Owing to the nature of the event, you will have to look for it!



If the weather is bad, we will aim to meet in the café in the pavilion instead but in any

case, we will be there for about ½ hour should you wish to come and say hello. Feel free to give me a call on my mobile (07818 060101) if you can't find us.

Efforts are also underway for our third BIG-4 event, The Kings Run, organised by Chris and Pat Glasbey for the 7th September. Details can be found elsewhere in the magazine but if B2B2B is anything to go by, I strongly urge you to sign up before the places go; we will be limited to 30 on this one so hurry, hurry, hurry!

Thanks to all who have taken part in our events so far this year. It has been a great start to the year and if you haven't taken part, we strongly encourage you to take the plunge!



Julian Hensman

[A copy of this report will also appear in TRaction #275 Social Scene]

Committee Roles - New Members/Buddy System and Technical

Following the 2013 AGM, we co-opted (pressed-ganged) two innocent members onto the committee to fulfil these new roles.

The 'buddy' system aims to introduce new members to existing members with similar cars, so that they can explore technical know-how and share useful hints and tips together, thereby giving newcomers immediate benefit from attending group meetings. We hope this will encourage members who may feel a little daunted at attending their first meeting if they feel everyone will know far more about TRs than they do, or, as happens in some clubs, will criticise their car for imperfections, lack of originality, etc. If you are new to the club, please contact David Randall, either before a meeting or when you arrive. David will also be pleased to hear from members that are prepared to act as a 'buddy' - just let him know what models you have experience of and how much (or how little) technical knowledge you feel competent to share.

Julian has volunteered his growing TR6 expertise and has already helped one new member. I can help with TR2-4A owners, having owned and maintained my own TR3As and TR4As for many years. However, neither of us would claim to be technical experts on all aspects of our preferred models, nor to have mechanical or engineering skills beyond the level of 'enthusiastic amateur'.

Fortunately, we do have some far-better qualified members in the group, and David Dawson is willing and able to provide technical advice to fill the void. In fact, even prior to joining the committee, David has already helped several members with problems relating to fuel systems, ignition and overdrive operation.

B2B2B Tour - LVG & NLG Cars at St. Pauls' Walden Bury

Here is a selection of Magda's photos. There are more, including some very nice 'arty' shots which I will put up on our website if Magda agrees. Meanwhile, if anyone wants higher resolution photos or prints, please contact Magda, but please note that these are copyright protected.



Scuttlebutt

TRunnion is supposed to be a newsletter, so in my first edition (was it really only 3 years ago?) I included a column under the heading 'News, Rumours & Gossip' inviting members to let everyone know what they have been up to or are planning to do with (or without!) their TRs.

After morphing briefly into "Scuttlebutt"[†], it sadly lapsed, but if at first you don't succeed, TRy, TRy and TRy again.

[†]Scuttlebutt - definition from Wikipedia:

Scuttlebutt in slang usage means rumour or gossip, deriving from the nautical term for the cask used to serve water (or, later, a water fountain).

The term corresponds to the colloquial concept of a water cooler in an office setting, which at times becomes the focus of congregation and casual discussion. Water for immediate consumption on a sailing ship was conventionally stored in a scuttled butt: a butt (cask) which had been scuttled by making a hole in it so the water could be withdrawn. Since sailors exchanged gossip when they gathered at the scuttlebutt for a drink of water, scuttlebutt became Navy slang for gossip or rumours.

[N.B. Not to be confused with "scuttle-shake" which will be familiar to drivers of chassis-based TRs, especially sidescreens!]

Following the mini-profiles of committee members in the last TRunnion, I've received the following comment from Pete Muncer:

A most enjoyable and interesting latest TRunnion. I especially enjoyed the histories of the potted committee - sorry, that should read potted histories of the committee - no, perhaps I was right the first time.

I didn't realise what a mix of backgrounds we had in the Group:

- working on historic racing cars and for a certain MG establishment (should have censored that bit Ed.)
- a large number of girl friends up North (or was that a number of large girl friends?)
- straddling four old motorbikes (at once?)
- cavorting in Cortinas and fumbling around with farmers (don't ask)
- a dare-devil pilot and racing driver
- our very own Corporal (don't picnic, er, panic!)
- Mr "I only drive a sidescreen TR" (his lady wife has taste, a TR4A)

Makes me feel ever so 'umble.

On the subject of Shotgun Rides, I do remember a very brief but memorable blast up the road many years ago in the late Charlie Golding's ex-works TR7V8 (as a passenger - that was scary enough). Maybe we could follow Sporting Bears' example and offer shotgun rides for charity to the proletariat.

Right, back to B2B2B Tour planning - incidentally I'm thinking of changing my title to Pathfinder-General or something less like a London bus.

The Route Master

Thanks for that Pete - it cheered me up no end after a very stressful Day1 of Ben & Family's house move (followed by more of the same the following day, weekend, next week, etc, etc., but at least I've regained some space in the garage and outbuildings after ferrying Ben's possessions to their new house, so I have one less excuse for delaying assorted work on the TR). Unfortunately, we missed the B2B2B due to a prior booking on the Sporting Bears' "Northern Gambol", but it was good to get back to some TouRing, including the "Springing Up" tour, and I plan to get hold of a copy of the B2B2B road book and sample as much of the tour as possible.

~o0o~

Aaargh!!!! - Julian's Explosive Night Out (Thursday the Thirteenth?)

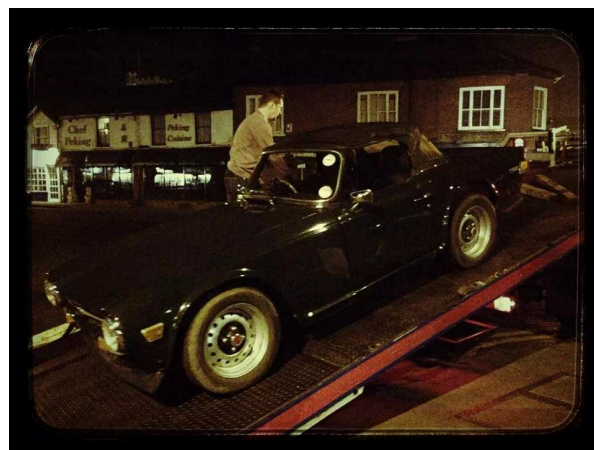
Later, the same day I received this...

From: Julian Hensman

Sent: Friday, 14 March 2014, 0:52

Subject: RE: Aaargh!!!!

Failed attempt to visit NLG tonight! Just got home - 1am. More tomorrow...



*...13 is my lucky number, supposedly!
Looking at my phone just now I also noticed*

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we called the RAC at 8.32 pm (8+3+2 = ...) ... spooky.

It was quite silly really. The ignition key barrel has been, let's say, "worn" since I bought the car. Last night, the innards exploded as I took the key out in Harpenden on our way to Kings Langley, and that was that; couldn't get the key back in. It is ridiculously easy to start the car without the key but not to get the steering lock off, given I had also taken most of my tools out of the boot a few days ago for a job and not put them back! I have also given the car its thorough annual spring clean and waxing this week. What always happens after you spend ages making the car look nice ...?

Whilst waiting (for 3 hours) in a pub in Harpenden for the RAC to turn up, I did investigate a replacement part. I was not expecting it to be cheap but I could not believe what Moss wanted to charge: £380!!! I found a part on Rimmer for £100 odd, which I guess is a "cheap" version but I could not bring myself to spend Moss's price.

The flatbed they sent was HUGE; we almost couldn't get it through the gate to our road. So we didn't even get the car home, had to leave up the road because the truck was too big. And guess what, working behind the dashboard yet again this morning! Off to rescue it now.

More "food" for TRunnion next month!

At least you broke down within distance of a pub! I'm so glad early TRs don't have a steering lock. I know that problem has long since been fixed, but I forgot to ask whether you ordered a replacement from Rimmer's. Alternative suggestions for anyone suffering a similar problem would be a call to TRGB or contact Ray Gill via the Forum for a used item which could be better than a repro! In fact, the Forum would probably turn up a replacement for a lot less than Rimmer's.

~o0o~

Silicone Brake Fluid in TRs & other classics

My enquiry and Towergate's response on this rather worrying topic:

I thought you might be interested in this current discussion on the TR Forum (especially the most recent postings):

<http://www.tr-register.co.uk/forums/index.php?/topic/40930-silicone-brake-fluid/>

As I, and probably at least 30% of TR owners, have been using SBF for many

years, I would appreciate your comment and confirmation that this is not a problem as far as Towergate TR/Triumph insurance policies are concerned.

Hi Brian

I have received a reply from the Allianz Technical Underwriter following my query concerning silicon brake fluid. His comments are as follows:-

"...generally, from an insurer perspective we cannot approve or reject the use of specific consumables such as tyres, brake pads, fluids etc as there are too many variables and we are not in a position to make judgement.

The policy wording contains 'General Condition 9 - Taking care of your car' and states 'you must do all you reasonably can to protect your car from damage or theft and keep it in a roadworthy condition' as the responsibility is with the car owner to ensure it is properly maintained, in this case being effective brakes, with the brake fluid approved by the Department of Transport and suitable for use with the braking system. Effectively then, subject to the above, the use of silicone brake fluid alone will not influence their insurance cover."

So the way I read that there is not a problem. I hope this helps. If you have any further queries, please do not hesitate in contacting me.

Kind regards

Sue

Susan Bell

Triumph Scheme Handler

Direct Tel: 01235 516336

Email: triumph@towergate.co.uk

Main tele: 0844 736 8326

Towergate Insurance, Towergate House, 81-83 The Broadway, Didcot, Oxon. OX11 8AJ

So it would seem that there is not a problem, at least as far as my car which is still insured with the original Towergate TR Insurance Scheme is concerned. It's up to individuals as to whether they also declare to their own insurer if they are using SBF.

[Many thanks to Sue Bell for checking this out so promptly on my behalf]

~o0o~

Here's a request from Tim Hunt:

I finally got around to touching up some rusted areas on the sills, wheel arch lips and front valance on my 4A. During the work I found some corrosion on the driver's side rear wheel arch, see attached picture. Of course nothing was visible inside the car and

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I only spotted the tiniest bit of rust appearing through the underseal at the top of the bump stop bracket. Some probing revealed the corrosion below the seat belt mounting, which had been completely hidden beneath underseal. This prompted me to check the near side wheel arch, which fortunately is perfectly sound. The bump stop bracket needs replacing and I note this is NLA, although not a difficult part to fabricate. Do you know of anyone local who could tackle the repair for me?

Regards, Tim



It just goes to show that the dreaded rust bug can be lurking in unseen areas of even the tidiest of cars. I haven't had any minor welding or body repairs done for so long that all my old TRusties have long since faded from the scene, so I can't help from personal experience. However, if anyone has any recommendations, please let me know and I will pass them on to Tim.

~o0o~

I have received the following information from Jean Holden about this year's Meppershall Summer Fair on Saturday 28th June. Whilst not primarily a classic car event, this would be a nice afternoon out with the kids, grandkids or great-grandkids (anyone reached that stage yet?).

Meppershall Summer Fair

Last year we had the Red Arrows, this year we have secured a flypast by an RAF Spitfire

Saturday 28th June

For the past 5 years I have organised a show of cars based on various themes, MGs, English marques etc. This year I have been allocated more space, so I would ask you, if you have a car of interest, would you like to come and join fellow enthusiasts on the day between 12.00 midday and 4.30pm. I would much appreciate your support.

Jean Holden 01462 815161
or 07979 008161

~o0o~

CACCC Tibbles Tour

This event has been popular with LVG members for many years, so John Tarbox has asked me to include the following:

"Not long after the SU Tour we will be out again with our classic cars on our ever popular Tibbles Tour – Sunday 29th June which this year will start with a full English breakfast in the brand new Fenwick-Ames private suite at Aldwickbury Golf Club located at the top of Piggotts Hill Lane, Harpenden, AL5 1AB. We have secured reserved car parking and I am sure this will be a great venue to start this year's TT from. An entry form is attached with this email and could I request you complete and return to me ASAP if you wish to participate. It would be very useful to us organisers if you could notify me if you cannot attend!"

Peter has, of course, yet again designed a very interesting Tibbles Tour route I am sure you will enjoy and please do not forget the event finishes with a fish and chip supper at the Carpenters Arms in Harpenden."

Entry forms can be downloaded from our (LVG) website. Entries need to be in very soon so please reserve your entry now via email to: john@panautos.co.uk.

~o0o~

Please remember to get your entries in as soon as possible for the King's Run on Sunday September 7th. The flyer below contains updated details, now advertised in TRaction, so make sure you book a place.





The King's Run

SUNDAY 7 SEPTEMBER 2014

Why the "King's Run" ? ...you will find out on the day. Starting with a double bacon bap and coffee/tea, somewhere near DUXFORD, Cambs.this social tour visits 3 counties. You will be amazed at the countryside featured ; a part of Britain many have never visited. Passing through forest areas, "chocolate box" villages and along open roads where you may think you can drive a little quickerbut caution will make sure you **don't bounce off the road !** At the mid-way point you will be in the heart of Fenland and the finish will be near ROYSTON, Herts.

A variety of roads, from narrow whites with passing places to A and B roads, this tour really suits TRs and all classic cars. Includes stops for coffee and shops, a fenland venue (bring your own picnic lunch). The mid afternoon finish will be at a thatched pub in a very scenic village, where drinks of your choice will be available.

This tour will give you an experience of the Anglia region that you and your TR will enjoy. We look forward to seeing you on this 110 mile Tripwhatever the weather.

Start : near DUXFORD (M11 J10) Cambs. **Finish: near ROYSTON** Herts.

ENTRY : £20.00 per Car (2 persons)which includes Bacon Roll, Tea/Coffee + car park charges at lunch stop + Road Book (route info and programme). **Start venue is near to a Petrol Station** (Travelodge also on sitevillage pub approx. 1 mile ...also Little Chef)

Event Organiser : Chris Glasbey **Tel : 01223-833700 (message line)**

EMAIL : thekingsrun.tr@btinternet.com

Entries accepted in order of receipt . Limited to maximum of 30 carsso request an Entry Form TODAY !

All Classic Saloons & Sports cars welcome



Historical note: Our start venue hosted airmen during WW2, who came to party with the local girls, before Battle of Britainincluding Douglas Bader

TR history : I organised the first 10 years of TR Register "Lakes Tours" Chris

One day in September DRIVE TR

Other classic cars are welcome to join the TRs on this social tour . We already have a variety of TRs and hope to fill the number of places earlyso, if interested, the answer is to get your entry in now .

TR Register - Lea Valley Group

TR Register members have been invited firstbut from JUNEit's now open to ALL CLASSIC CARS ! Yes, we have been advised by MSA that we can invite other clubs and individuals to enter. I agree that many are slow to act and may not start thinking about it until July meanwhile, others may be keen to enter NOW to be sure of being one of the 30 max cars ? - Chris

Members' Stories...

...is back - many thanks to Pierre Miles for the following account of his TRip to Mull with Pat.

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.

The Goats of Mull - Pierre Miles

Well, there was this TV programme about multi-coloured hairy goats living in the wild on the Isle of Mull and it seemed a good idea at the time to go to find them – basically a flimsy excuse to go to an island my wife Pat and I had always wanted to visit. Family commitments meant we could spend only 4 days there and after only a momentary pause, we also decided that we would use our TR6 for the trip – what could be better than rolling through the Scottish countryside enjoying the sun with the roof down. Decision agreed, hotels and ferry crossings booked, bags packed and off we go.

This being our first adventure of more than a couple of nights away with the TR, the plan was to stop off at York and then Dunblane before heading to the Oban ferry terminal and then drive up to Tobermory, a total distance of about 560 miles. It should have been less than that, as using Garmin to look for a petrol station in Dunblane sent us to one location that hadn't been a petrol station for many years and another that turned out to be a local convenience store on a housing estate!

It was also close to Dunblane that we saw the only 'oldtimer' car during the whole trip – a 1978 Morgan, roof down and belting up the A9 towards Perth.

One of the stops was at Melrose Abbey Mill, just off the A68 and not far from Galashiels. The husband of the tea shop manageress saw the car and came across for a chat. It turned out he is one of the last 14 pensioners from the Canley site at Coventry and not only that, his job was the ordering and quality control of locks for TRs and other Triumph models. He was also quick to admit that overall quality wasn't that high and neither were the efforts to maintain build standardisation. We had quite an interesting discussion over tea and a delicious Melrose Tart.

Oh yes, and the A68 up to Edinburgh is a

great road for driving although the scenery is more than distracting for the driver. Actually, the drive from Dunblane across to Oban was also fabulous insofar as driver enjoyment and scenery are concerned, although the road surface in many areas was poor, especially for this oldtimer (car or driver?).

The CalMac ferry arrived at Craignure on Mull and it started to rain! The drive up the east coast started off OK but then we met road works and the beginning of the 'single track road with passing places' speciality of the island. What this means is that journey times are longer and you develop an increasingly laid back approach to driving around.

Tobermory itself is an interesting little town, with its own distillery and of course, the multi-coloured Mishnish Hotel, named after the local hills. We met a local artist whose work frequently appears in association with the Scottish independence 'yes' campaign, of whom Sir Sean Connery is a prominent supporter. I mention this only because we arrived at Tobermory at the same time as Sean Connery, except he came in a magnificent 3-masted schooner owned by a Swiss banker!

Our time on Mull was all too short but we managed to find the goats – at the other end of the island. We had been warned that they are extremely elusive, but we found them about 500 metres from where we parked the TR at the end of a long, narrow and bumpy road. They paid almost no attention to us and we got our photographs for Pat's art project.

Ever heard of the 'Tobermory Cat'?

Apparently, a local photographer decided that one way of sparking an interest in Tobermory and at the same time bring in some money for the town, was to publish a book containing photographs of one specific cat interacting with the public in a variety of locations. The

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idea worked and the cat known worldwide, with visitors tracking it down and posting their own photographs on Facebook. The cat is now known as 'being famous for being famous' as really, it's just a friendly ginger tom cat. (Actually, there are two of them but we're not supposed to know that.) The reason for this little anecdote is that one morning, we woke up to find the Tobermory Cat asleep on the roof of our TR. I lost count of the number of people who found out it was there and rushed along to photograph it, so it could be that photos of our TR (or possibly only its roof) are flashing around the world.

The final little story of our time on the island concerns the road from Tobermory across the top of the island through Dervaig to Calgary, the place that provided the inspiration for its namesake in Canada. Now, this road is one of the most tortuous and up/down single track roads with blind summits that you can imagine. It is just 12 miles long and according to Google, should take 26 minutes. Now that might be true if you know the road and don't have to use any of the passing places, but I took about 5 minutes more than that. Every year, there is an Isle of Mull car rally when the roads are closed and things liven up considerably. A typical time for this 12 mile stretch seems to be about 11 minutes – day or night. Now I know that the roads are closed to the public

(although the sheep don't know that!) and these drivers are supported by a co-driver reading out the course notes, but that time almost unbelievable.

After four days on the island wandering around taking in the countryside and eating far too much locally sourced food, it was time to go home. This time, it was straight down the country and after a single night stay near Newcastle at a Travelodge (no Lenny Henry), we got home - pleased to get out of the car. It is definitely not suited to long stints on dual carriageways.

For the technically minded, we covered 1250 miles with a fuel consumption of around 30 mpg, although down to 22 mpg on the island – yes, it has overdrive and we cruised generally at around 65 mph. The only petrol brand I found on the island was Gleaner, priced at 135p/litre for standard unleaded petrol. The engine oil level dropped from the max mark to halfway down to the min mark. No mishaps except a headlamp bullet connector decided to separate and a screw holding one of the soft top securing handles fell off into my lap. Actually, the car fared better than its occupants!

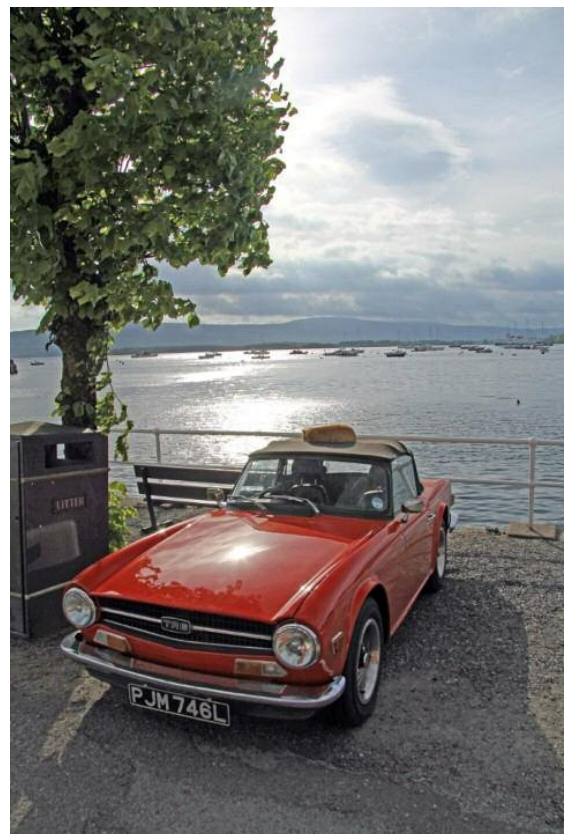
Would we do it again? Certainly, but we need to sort out seat comfort for long journeys and next time, stay longer on Mull.



TR and some wrecks



TR and THE Cat in the sun



TR and THE Cat



TR at misty Loch Tor



TR at Loch Tor



TR at Tobermory with schooner



TR at Tobermory

Many thanks for that Pierre. We have been away most of this month and I hadn't even started writing anything myself for TRunnion. Let's hope this encourages more members to contribute and help keep TRunnion going.

Let There Be Light (and other things) – Julian Hensman

Last time I wrote, avid readers may remember, I was whinging about the seemingly constant occupation of resolving issues behind and around the dashboard of our beloved 6. Well, to some extent the saga continues friends.

Drive it Day is an event many look forward to after the long winter break. Even those who do not "garage" their cars in winter do little in the way of touring. So full of trepidation, off we set towards Frosts in Woburn ready for the start of the Milton Keynes Rally. Since the last adventure behind the dashboard, my tachometer appeared to be reading a slightly higher engine speed than I would expect.

Nothing too drastic but it had occurred to me to remove and reseal the cable to ensure it had not somehow been inserted incorrectly. Needless to say, time had not allowed this minor correction so far and after having joined the M1 at Luton, a part where locals will know there is little hard shoulder, the tachometer went positively mad. Frantically reading somewhere near the bottom of the dial (i.e. about 8,000 revs), I searched for a safe place to stop. I left the motorway intending to go round the roundabout and stop on the hard shoulder the other side but, you guessed it, no hard shoulder. By the time I had spotted a safe place to stop, but

before I could actually stop, the tachometer gave it up and the reading returned to zero. Not by going down to zero I might add, but by going up to zero! When I eventually stopped I removed the cable from the back and have been sans tachometer ever since. I am getting to the point where if something is not going wrong round behind the dash, I'll think something is wrong, if you know what I mean!

Similar frustrations have been experienced elsewhere on the car in the last couple of months. I took the decision to add some driving lamps to the front of the car. Partly because I think they look quite nice but mostly to improve the night vision on the twisty country roads near our house. Having just got the bumpers re-chromed (Letchworth Plating – great job and I would recommend them, but not cheap and be prepared to wait, mine took 8 weeks), I didn't feel like drilling holes through them first thing. So I decided to try to find an alternative solution. Whilst perusing Halfords for some "incidentals" I noticed some mini lamps for sale; mini as in small and mini as in Mini! They were quite inexpensive so I took the plunge and made the purchase. I fixed them to the front grill as opposed to the bumpers with the brackets modified somewhat satisfyingly by a subtle combination of vice and violence i.e. my vice and a club hammer! The result is absolutely perfect with the lamps fitting "inside" the bonnet overhang and they even don't get in the way when the bonnet is opened. And the difference when driving in the dark is great.

The wiring for these is such that I included an isolation switch and relay which are in parallel with the main beam, so the lights operate (or not when isolated) with the main beam switch. This seemed the best option. I am quite fussy about my wiring these days and like to do a good job so good quality connectors and appropriately coloured wires are the order of the day. One thing I have found however is that the bullet connectors existing in the car do not like to be disturbed! I have replaced a lot of them but every time I re-bind the loom in nice cloth tape, another connection seems to break! This time it is one of the horns so nothing is ever perfect it seems. I suppose I will correct that when I get the urge.

Three other work items have also been carried out recently, the first of which was a slightly overdue oil change. This has been interesting as having drained, flushed with "Halfords special", and refilled with Penrite

Classic, my oil pressure is reading about 65 instead of the 80+ I have been used to. Interesting how different oils perform in different ways. I am not overly concerned and as Ian Cornish said in TRaction, oil flow is more important than oil pressure (provided you have some), so I will select a different brand next time and see how that changes things.

Next was an adventure with track rod ends. I had a little play in the nearside ball joint and had therefore decided to replace both sides. Interesting the pack of two I ordered, that came from one of the major suppliers (I'll leave you to guess who), contained two different items! A bit annoying but provided they both worked, not a problem for me at this stage. The problem I did encounter was that once I had put the end on, one wheel pointed somewhere towards Birmingham whilst the other decided Norwich was a more appropriate destination, even with the end fully wound in. You may laugh or you may chastise, by just for fun I decided to have a quick test drive to see how bad this was. Needless to say, it did NOT like corners! As I needed the car next day for B2B2B, I took the decision to remove 1/4 inch from the track rod to allow it to screw in further. Not ideal but solve the problem.

The final modification that I performed this month was improvement of the front brakes. These were squealing quite loudly as soon as they got any temperature in them, despite having quite good pads and discs. I had tried anti-squeal spray and shims to avail so replacement was in order to avoid continuing embarrassment. I went for a vented disc set which involved the insertion of a spacer in each brake calliper. Good results from this; no squeal and no fade whatsoever. I would definitely recommend this solution to anybody who is interested in front brake improvement.

Next up will be an investigation into a slight hesitation at 2,500 revs under hard acceleration. I have checked a few things already in the form of a full service but with the assistance of a veritable maestro (thanks for volunteering David!) we will experiment with a new distributor advance spring set to see whether new / different springs resolve the problem or just move it to a different rev range. More on this next time. Wish us luck!

Finally just a note to say our LVG sail banner has arrived! Be sure to look out for this at any events you find yourself at. Currently we only have a stand that will work in soft ground

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such as grass but if my car mechanic skills are anything to go by, I'm sure we can improvise!



Julian Hensman

Since the topic of flags and banners has arisen, I thought you might like to see the predecessors of the new sail banner. I don't know how many LVG has had during its 41 year history. I don't recall seeing the flag referred to in Julian's GL Report and also included below, but I do remember the two banners. I'm sure most will recognise the white one, but how many have seen the black one and does anyone know where and when the photo was taken? [N.B. Quality is not great as this was scanned from an old print.]

