



The TRunnion

2018 / 5 September / October

For the enthusiasts of TR Register Lea Valley Group

Group Leader : Pierre Miles E: pierremiles@hotmail.com T: 01438 - 880460

Club Meets: 3rd Sunday of month –from 12 noon @ **THE COCK INN, 23, High Street, BROOM, Biggleswade SG18 9NA** (T: 01767 - 314411) ...*IF you want a LUNCH, book in advance ...food excellent but they only have a small kitchen !*

Editor : Chris Glasbey*please send me your classic motoring stories and comment.* E: chris.trunnioned@btinternet.com



I was speaking to Ben at “Robsport” recently (other specialists are available) and he said that that myself and one other customer cover several thousand miles per year of classic driving. The majority only cover a few hundred miles. I find that rather sad ...**send me YOUR views** for next issue.

Lots inside this Trunnionand I hope you will read it ALL as it does take quite some time to compile. Thank you to all contributors. A longer version of LVG at Le Mans will appear in next issue along with other articles-in-waiting.

Enjoy your Autumn TR DRIVING. Chris .

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Extra Note : *Please send your letters or articles as attachments ...NOT in your email . Thank you.*

*Deadline date for Text and Pics for next issue : **29 OCTOBER**but most helpful if you can send to me as soon as possibleand finest quality photos please . Email as above .*

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UPDATE yourself All you need to know :-

Meetings Venue Unless otherwise specified, all group lunchtime meetings are on **third** Sunday of month (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at The Cock is very small so it **would be appreciated if those intending to eat could please call: 01767-314411** so that they have an idea of numbers.

WEB SITESTR Register : www.tr-register.co.ukTR Forum : www.tr-register.co.uk/forumsLVG : www.tr-register.co.uk/group/lea-valley

Facebook : "TR Register Lea Valley Group"

www.facebook.com/leavalleyTR

REMEMBER : All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : bjmole1-trlvlg@mybtinternet.com

Disclaimer The TR Register wish to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company, or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.

Events

Events with an official Lea Valley Group presence are shown in **bold type**. Please advise if you know any other events that may be of interest to members ? **Please contact Paul Richardson if you have queries about these events. "We don't expect members to do all of the events, just good to give them the choice !!" - Paul.**

Last call to DRIVE your TR

You have already had the info but another last memo. **SUNDAY 16 SEPTEMBERit's the LVG meet at our HQ "The Cock Inn"** The best way of getting there by mid-day is to go the long way round by driving a tulip style Route 2 Lunch. The fewwill be meeting @ Royston Garden Centre, Dunsbridge Turnpike, Shepreth SG8 6RA Arrive by 10.00am (Café open)cars will depart at intervals from 10.30am. Advise me if you are comingEmail: chris.trunnioned@btinternet.com

See the few there. Chris & Pat .



TRAFFIC JAM ... Sunday 14 October. A short 60 mile drive out ...from Royston area to Tiptree. You have had the info already . Entry is free but you will need to complete an Entry Form. Apply by email (only a few places left) : chris.trunnioned@btinternet.com

Details will be emailed to those who have applied within first days of October. Chris.

For a full event listing SEE the LVG website



Following popular request (well, by one person anyway), here is my attempt at a short contribution to TRunnion. Rather difficult actually, as there has been so much going on but here goes, anyway.

First off – a small contingent visited the National Museum of Computing at Bletchley where we were given a private guided tour by one of the staff who just happens to be a TRR member, Peter Hoath (aka Peejay4A on the Forum). Really interesting stuff, even for the less technically inclined. This was followed swiftly by the IWE at Lincoln, where the LVG put in a good attendance. Personally, I preferred last year's IWE at Malvern but it was good to meet up with others. For Pat and I, this was just a one day visit on the Saturday as we were scheduled to be at the National Alfa Romeo Day on the Sunday, at Weston Park near Shifnal in Shropshire, to meet up with our son and his 1983 Alfasud. We enjoyed this day as well: a large variety of new and not so new beautiful cars to see, picnic under the trees and a very wide range of Italian food to sample. It did seem a little strange arriving in the TR though. We had to park away from the Alfas of course, but that didn't stop many of the Alfisti coming over and saying nice things about the car. When comparing the two days, I felt that there was more of interest at the IWE than at the AR day so if there is a clash next year, I think I'll be at the TRR event.

July saw a big trip for some of us – a 'boy's weekend away' at the Le Mans Classic. It was my first time at the LMC and just how fantastic is that event? Even though it's a case of 'been there, done that and got the T-shirt', it is still something to be repeated, that's for sure. You can get sucked into the whole ambience of the event, even the tram rides into town for dinner were fun – including some of the characters you meet on the way. The accommodation in the sheds was good enough for our needs and the organisation by Travel Destinations was excellent – especially the picnic hampers. One highlight for Nick and I was the opportunity to take our TRs for half an hour of high speed driving on this most iconic of circuits – and it was really good to be able to share the experience with Dan and Paul (thank you again for the video, Paul). There was of course, the misfortune that afflicted one of the TRs (front stub axle shearing) - a potentially serious breakage that fortunately was well handled at the time so that there were no injuries. Clearly, this was a bit of a damper to the weekend but it did introduce a Renault Clio to the group for a few days. A little bit of team work coupled with TRR Insurance European Breakdown Recovery got us and all the cars back to the UK and all now appears fine.

The other big event in July was of course, the LVG Shine and Show evening at The Cock. The 2018 event was even more successful than the inaugural show last year, with nearly 30 TRs coming along and being joined by well over 70 non-TR classics. Many congratulations to Phil and Nick for organising the event and especially to Nick (aka Full Range Finishing) for his generous sponsorship. As an aside, the 'rolling restoration' prize was this year awarded to a Triumph Herald that was actually undergoing a rolling restoration – in fact,



it's been going on for nearly 4 years and according to the owner, will be finished 'quite soon', although he was smiling when he told me.

Into August and we had 'Lunch at Bromham en Provence'. Barbara and Tony Bannard-Smith hosted the LVG at their home, where we had one of the most convivial gatherings I've ever experienced. As you may have guessed, the theme was based on a long dining table with plenty of 'bleu-blanc-rouge' in evidence. The weather stayed kind, the food and drink (especially Tony's home-made beer) was really good and the company great. What more could anyone want?

So what else has happened? Well, I don't know whether it was to do with the drive to, around and return from Le Mans, but the week that after saw me replacing a leaking water pump after seeing the fan belt spray coolant everywhere. Not a difficult job but rather fiddly, especially given the extremely small clearance between the pump pulley and the pump's mounting stud.

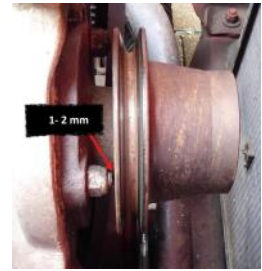
The other thing that happened to my TR was damage to the bonnet caused by a piece of tarmac thrown (very inaccurately) by a young boy trying to clear rubbish from the Musgrave Arms car park. It's all being resolved amicably but I mention it only because of the difference between two estimates I've had to get it fixed - £500 compared to £1500! You'll be able to judge the £500 job when you next see PJM.

On the plus side, my TR now has balanced butterflies! I always thought that the uneven idle was down to a light flywheel and some tweeking (technical term) carried out by PJM's previous owner to increase performance. It turns out that the unevenness was all down to different air flows into each pair of throttle bodies – so thank you to our tech guru David Dawson for showing me how to sort this out, and for checking out a few other things as well. What an ace he is.

Finally – IT'S ONLY A CAR CLUB. You cannot have failed to notice some communications about an EGM being called to resolve some concerns over the handling of a local group difficulty that has escalated into a big confrontation with the TRR Board of Directors. I am not going to elaborate on the details because it is all a bit contentious and open to misinterpretation, suffice to say that if you want to find out more, have a look at the 'members only' area of the TRR Forum. What I will say is that aside from all the 'who said or did what and why' arguments, it is also a perfect example of what can go wrong with communications using emails and chat forums. It now appears that the EGM will not be called but what it does mean is that this year's AGM in November is likely to be a lively affair. However, I suspect that for most TRR members, what goes on outside of their local group is of limited interest and all we want to do is meet others in the group and enjoy driving our cars. After all, it's only a car club, isn't it?

Just to wrap up – photographs for the 2019 calendar – where are yours? Right now, it looks as though the LVG year will end in September

Pierre .





Support Tim Hunt's Run around Britain for Charity

in his TR4A

From 5th to 7th October I will be taking part in the Club Triumph Round Britain Reliability Run. This will be my 22nd entry in the 4A on this biennial event, far more than any other car or driver in the Club. As some of you know I am a sad case with a strange obsession and am now struggling to find room for the finisher's awards – how many tankards does one man need?

This year's event will start at 18.00 on Friday 5th October from Knebworth House, Hertfordshire SG1 2AX the route taking us to John o' Groats for breakfast on the Saturday and, via a challenging night run through central Wales, to Land's End for breakfast on the Sunday, returning to Knebworth House that evening - just over 2,000 miles in 48 hours. The Run will be recognised as a touring assembly by the issue of a permit by the MSA. At present there is a record number of 148 Triumphs as confirmed entries, ranging from a 1982 Acclaim to a 1936 Gloria Southern Cross roadster. This is the first time that a pre-war car will have taken part; the entrant is from Belgium and has successfully completed the previous two runs in a 1950 Renown saloon so he has form!

Since a charitable element was introduced on the event in 1990 drivers on the RBRR have raised over £650,000 for a variety of worthy charities, including £96,000 in 2016 for Guide Dogs. Our chosen charity this year is Epilepsy Research UK, in memory of a prominent Club member, Martin Randle, who sadly died in June of last year following an epileptic fit. If any LVG member would like to support my entry on this year's event in aid of Epilepsy Research UK please visit my JustGiving page: www.justgiving.com/tim-hunt4

Anyone would be most welcome to see us off and admire nearly a hundred and fifty well prepared (hopefully!) Triumphs. It was very nice to see Brian Chidwick at the start in 2016.

Tim Hunt





Dear Chris ,

The above photo was taken in the arena at a Malvern IWE. When I bought the car from TRGB in 2003, a file of invoices came with it dating back to 1993. I contacted the chap who owned the car in the USA in 1993 and he provided me with some information. Apparently, he bought it from a garage in N.Carolina (\$3,300!). The garage told him that they had purchased it from a woman who had it stored in a barn-type garage for several years ...I suspect the original owner. He believed the mileage as accurate (c44,000 at the time). He sold the car on in 1995 for \$3,000 to an expatriate Brit who saw an opportunity to make money by converting USA TRs to RH drive and repatriate them to his father in Cheshire who then sold the vehicles. Following its return to the UK, it had one further owner before it was, I believe, sold to TR Bitzwho sold in on to TRGB. Interestingly, when TRGB advertised the car, I went to see it with my wife. Whilst I looked at some of their other cars, they actually sold the TR4. I asked them to let me know when they had any others coming up for sale. A few days later, I got a call from them to say the car was still for sale. It seems that when the guy who bought it got home and told his wife....she said you are not having that! Sensibly, I had taken the precaution of taking my wife with me to view it. The American guy had the carbs/speedo/rev counter rebuilt and front suspension re-bushed. Over the years I have done very little to it mechanically, other than servicing. A new timing chain and tensioner/diff pinion oil seal. I overhauled the braking system and clutch master cylinder and fitted copper piping when I bought the car and following a memorable return from Lincoln IWE recently with a 'dicky' clutch, which is another story, I have just completed another major overhaul of the braking system also fitting new clutch master cylinder and slave cylinder and front wheel bearings, all replacing the original. I think that it had a new clutch just before I bought it. Apart from the foregoing most of my work has been cosmetic.

Gordon Staple.

Shine and Show 18th July 2018

Our second Shine and Show night was what could rightly be described as a TRIUMPH. There were nearly 100 classic cars on the field behind the Cock Inn and 28 of them were TRs. What a change from the previous year when the numbers were much lower due to the awful weather. This year the sun shone and brought out an eclectic mix of cars, many of them in wonderful condition.

The first cars started to arrive at 4:30pm and they were most ably directed to their parking spot by Brian and Lynda. They hardly had a moments peace for a couple of hours as the cars continued to keep coming through the gate. Brian's ambition of getting a line of cars from one end of the field to the other nearly came off. As each car arrived they were met by a "greeter" and welcomed to the show and asked to fill out a card with their car details on so we could, later on, easily identify the owners of the winning cars. Mike Aldridge and Pierre did a great job of handing out the cards and making everyone feel welcome. It was also a good opportunity to catch up with some of our members who only come to the occasional meeting.

We were well supported by other local TR groups, with Camb Followers and North London Group putting in a strong attendance. Also supporting us were the TSSC, Letchworth Garden City Classic & Vintage Car Club and also South Beds and North Herts Classic Vehicle Owners Club. Their support proved invaluable in making sure that there was a wide range of cars on show. I was particularly taken with the Allard K2 and the Wolseley Hornet, but like many things beauty is in the eye of the beholder!

Judging the various categories this year was David Howell who has many years' experience in the motor trade and has himself a large collection of cars. He was assisted in this task by Paul



Richardson and what an unenviable task it was, with so many cars being potential contenders. So many, that in fact we ran a little late in getting the results out!

This year's raffle had some really good prizes which was borne out by the number of tickets sold! Prizes included a socket set, axle stands, screwdriver set, battery charger, 5 litres of oil, polish and various cleaning products along with a selection of smaller prizes. Sharon did an excellent job of "persuading" people to buy tickets with Pat Miles assisting in the folding of hundreds of tickets. Our sponsors, Full Range Finishing, provided several of the prizes along with the five trophies that were awarded for the various categories. Our thanks must go to Nick Theze and Full Range Finishing Ltd. for their generous sponsorship and assistance in organising the event.

The winners of the trophy cups were as follows:

Best TR, Dennis Bartle for his TR4A. Dennis is a LVG member.

Best Sports car, Stuart Apps from Huntingdon for his Marcos Mantara

Best Saloon car, Graham Teeson for his Rover P2 also a LVG member.

Best Rolling Restoration, Stuart Rose of the TSSC for his Triumph Herald 1200.

Furthest Travelled, Dave Burton's TR6, of Camb Followers travelling 60 miles to the show.

The event was a good team effort and shows what we can achieve as a group and we look forward to another TRiumph next year.

Phil Sanford





Shine & Show 2018



Photos: Chris Glasbey





Shine & Show 2018



Photos: Chris Glasbey





BLACK MOUNTAINS TOUR

Hot and sunny for our 3rd "Black Mountains Tour" in the Peoples Republic of Talgarthstarting with a bacon roll and coffee at the Gwernyfed Rugby Club.

The first section took us north....and once off the main road we drove on an old railway line (now road) and then on to part of rally roads used in the 50's and 60's before climbing on a fantastic five mile section with views of the Aberedw Hills.

We went into Builth Wells (used as a service area for a round of the WRC Rally GB) to climb out onto the Brecon Beacons and having special permission, used MOD land ...roads which are part of the Epynt Military Range. Then we drove on to Maesmynis, a favourite section for many night rallies.

Our coffee stop was at Llangoed Hall, which was the old home of Laura Ashley before becoming a hotel in 1990. Very posh with bone china cups and freshly baked Welsh cakes.

The section to lunch went through Brecon Forest (used as a stage in the RAC and Gulf rallies in the 60's) before meandering around all the small villages in the Brecon Beacons area ...driving huge hillclimbs and on green lanes, to arrive at the National Park Visitors Centre for the lunch break.

We were so lucky to see the Red Arrows and the Lancaster flying overhead on their way to an airshow in West Wales.

The afternoon section started on the little lanes passing through Cwmbrynich Farm (used in the 50's and 60's for a grass track "big drop", much too steep to run uphill). We had to follow arrows through the farmyard as there wasn't really a road or a track..... very exciting !

It was great to get onto the A470 for a spectacular 15 mile drive with welsh ponies, views of Pen Y Fan, the National Park and reservoirsbefore skirting Methyr Tydfil and then along the edges of Pentstscill, Pentwyn and Talybont reservoirs ...to cross the swing bridge at Talybontalongside the Montgomery Canal, to return to the Rugby Club in Talgarth via the village square (where we were presented with our Welsh Slate coasters by the Mayor of Talgarth) and then on for a meal.

Fantastically organised event! Every small hamlet and village on route had been informed of our passage and dozens of residents were out sitting in their gardens taking photos and waving. We felt like the Queen, waving as we passed by. There were photographers on every hairpin bend over the Brecon Beacons, so I'm sure they got some fantastic shots.

An exhausting but wonderful day.

Pat Glasbey.



The Matterings of Mancer

I have a question – can Stromberg-itis be a contagious complaint? I ask because we recently we visited David & Jane Warren near Bridgwater in Somerset, who we first met on the 1998 TR Tour of Ireland (I remember celebrating David’s birthday at the time with Irish whiskey – at least I think I remember). Anyway, I was recounting my experiences with Strombergs and the recent change to SU carbs. Now David’s TR has Strombergs fitted as original equipment, and it has just begun to exhibit the same dreaded fuel vapourisation symptoms, so clearly the ailment has taken some time to travel from Hertfordshire to Somerset against the prevailing winds.

Shine & Show Night - at one point on the morning of July 18th, a large black cloud appeared in the sky over Welwyn, possibly threatening to deposit that liquid stuff – what do they call it? – you know, thingummy – er, you know, whatever – ah yes, rain! Fortunately the July drought continued, so it was dry but not too hot for the evening at Broom - an outstanding success, with over 100 cars lined up, 29 of them TR’s, with some very rare vehicles among the visitors. We even had fly-pasts by a DC-6 and a couple of hot-air balloons. As a result of the numbers involved, a degree of patience was needed when waiting for beers or burgers, as The Cock is not really geared up for fast service, but isn’t that part of the charm of the place? Anyway a great evening, and thanks to Phil & Nick and all the team for their efforts.

August is traditionally the time for holidays, and we will be in Brittany for a family vacation, but “sans TR”, so the car will not have much use until the CACCC Falling Down Tour, September 21st-23rd. This will be based at the Bosworth Hall Hotel in Market Bosworth in Leicestershire, and the railway anoraks will have the Battlefield Line virtually on the doorstep, while Donington Park with the Grand Prix Collection of F1 cars is less than twenty miles away. However, there is a rumour afoot (pun) that a walk of no less than five miles is proposed – on a classic car tour? I know the route of the walk goes via a pub, but there are pubs in the village just half a mile from the hotel – still, maybe the weather will co-operate and deter any use of the legs. Trouble is, my lady wife is the instigator of the idea.

The weekend before the Falling Down Tour, a group of us (none of the others are classic owners nowadays) will be off to Angouleme, to view motor racing a la style Francais. As there will be up to 30 cars on a 1.29 mile circuit, I don’t think we will be short of any racing action – contrast that with the Nurburgring, with a 13-mile lap and cars appearing every 10 minutes or so. The weekend also features a concours on the Friday evening, as well as a classic tour on the Saturday – maybe next year I really should go in the TR rather than by Squeezyjet. Anybody else fancy the trip?

Talking of the Nurburgring, I see that Porsche recently mounted an exercise to set a new lap record for the circuit. Driver Timo Bernhard managed to get the 919 Evo prototype around in 5 minutes 19.546 seconds, which is an average speed of 145 mph – apparently with a top speed of 229 mph on the only straight. Now the Nurburgring has approximately 175 bends and corners, and it rises and falls 1000 feet in the course of the lap. I suspect therefore, that a TR would take a bit more than 5 minutes for the lap.

OK, now for some controversial Mutterings (who, me?). I have to say that over the years I have never taken much interest in TR Register happenings at national level, just happy to do my bit for LVG – maybe rather a blinkered attitude but there you are. Anyway, is it just me, or do others in LVG get the impression that the Register is stumbling from one problem (I won't say crisis) to the next currently? We have had Paul Hogan's recent and sudden resignation as TR Register Chairman (hopefully the next TR Action may explain more), and now the VOWH Group Leader has been (temporarily) expelled from the Register. I have the impression that for the last few years, rather than just concentrating on running a car club, something of a power game has been going on in the higher levels of the Register – maybe a case of people's egos getting in the way. Others in LVG may know more than I do about what has been occurring, but it can't be doing the Register's image in the classic world much good. I also have the feeling that the management team have been concentrating on matters not of prime importance for a car club. OK, a large club with thousands of members will require significant management effort in order to comply with the various legal requirements (don't mention GDPR), but even so, the Register seems to have lost its' direction somewhat. Maybe that doesn't matter too much, if we can still enjoy our TR's at a local level anyway? So what do others in LVG think?

Right, that's enough of that. I have just realised that the end of another classic season is already approaching (I'm sure the calendar has gone into hyper-drive), although I am aware that many brave souls continue driving their TR's throughout the winter, with road salt up to their armpits. Anyway, it is not too early to start thinking about 2019. No doubt I will be plotting more routes for CACCC tours (no idea where they might go at the moment), but what of LVG plans? I imagine GL Pierre and his cohorts are spending many hours pouring over maps (messy drinkers), so I await with interest the results of their deliberations. After a season with no fuel evaporation issues, I might even consider a trip "sur le Continent" again – now if that doesn't invoke the "commentator's curse", nothing will.

Pete Muncer



The Nottingham Classic Tour

This was the 20th running of this event, so it was held entirely in Nottinghamshire.

An early start for us to get to Kelham Hall near Newark. This magnificent hall, set in a country park, was built in the Gothic style in 1863. We only saw a small selection of the state rooms as a large Asian wedding was scheduled for that day ...but enjoyed our bacon sandwich and coffee in a beautiful wood panelled dining hall.

The route took us cross country eastwards and passed 4 EDF power stations. We got attached to an enormous cycle event over several miles so were pleased to escape into open countryside. We passed a very interesting Toll House, built in 1825. We were puzzled as to where the river was as our notes told us the ferry closed in 1910. Our coffee stop was at the Retford & Gainsborough Garden Centre.

We start back westwards and cross the A1 to circumnavigate Clumber Park and then drive along Lime Avenue. At 3.5 miles long it is Europe's longest avenue of its kindplanted in 1840 with 1,297 common lime trees. Leaving the park we have an horrendous 4 miles of static traffic. The A1 had been closed and unfortunately our route was the diversion route. No car boiled over but we were all very hot and bothered before we could escape into Sherwood Forest (Robin Hood not present) to arrive at Sherwood Forest Steam Railway for the lunch break and a ride on the only narrow gauge steam railway in Nottinghamshire. Poor little train, it doesn't usually have to cope with such a large adult to child ratio !

A short run back to Kelham Hall, where the Asian wedding is in full swing, to be in time for a 16.23 fly-past of a BBMF Spitfire. He did 3 passes over us with a tail wag goodbye. Before we had left in the morning we held a minutes silence for Geoffrey Wellum the youngest Spitfire Pilot of WW2, who had died earlier in the week.

Afternoon tea to finish and then homeward bound. A 290 mile day out. This tour obviously doesn't have the magnificent scenery of our Welsh adventures but was still great fun and we are getting to know lots of the regular participants, which adds to the enjoyment.

Pat Glasbey



Valley's & Village's Classic Tour

Paul Richardson

Early start..up at 05.30. Wendy took Lucy for a walk 05.45 to 06.35 while I checked the 4a for oils,water,brake and clutch fluid ,tyre pressures etc. Filled with fuel yesterday. Left home in bright sunshine at 06.47 through MK to Buckingham,Bicester,A34 around Oxford and onto A420 past Faringdon to Swindon A419 to J15 M4 6 miles to J 16 then A3102 to Royal Wootton Bassett Rugby Club. Arrived 08.28 having topped up with fuel in the town.

Bacon roll & tea/coffee were most welcome!! The temperature had already reached 27° C!!! We were car no.22 with a start time of 09.52.

Section 1 took us into Royal Wootton Bassett...granted Royal Patronage in March 2011 by Queen Elizabeth 2nd in recognition of it's role in early 21st century Military Funeral Repatriations,past the War Memorial and the 17th c. Town Hall,now a museum. We then headed South via the villages of Bushton,Clyffe Pypard,Winterbourne Bassett past Avebury Neolithic ,Henge monuments/stone circles & Silbury Hill prehistoric mound (built between 2470 to 2350 BC) & West Kennett Long Barrow(3650 BC). Continuing East to Lockeridge past the village pub "Who'd Have Thought It"!!!! & onto Marlborough(After the great Fire of April 1653 which destroyed the Guildhall,St.Mary's church,the County Armoury & 244 houses the High street was widened & is claimed to be the widest in England although Stockton on Tees is the widest!!!). On leaving Marlborough we headed East and South to the first Passage Control at the entry to The Savernake Forest(2750 acres..1st.mentioned in AD934 as



woodland" Safernoc"). You had the chance to go through the RAC Rally stage used in the 60's...well it would be rude not to!!! or drive around on public roads. Very enjoyable although restricted to speed limit!!!!..Pity...Very dusty!! We continued on via the villages of Durley, Easton Royal,East Grafton to Crofton Beam Engines for a welcome break for Tea/Coffee & cake. (36.7 miles)

Section 2. Leaving at 11.55 we headed East via Gt.Bedwyn,Wilton windmill(built in 1821 & restored in 1976) along Roman Road..Chute Causeway..(a long ridge with views both sides) then heading South to the villages of Vernham Dean & then North to the Passage Control just before Oxenwood & into Shalbourne & West Berkshire. Onwards to the historic Hungerford Common(used by Commoners & Farmer's to buy rights to graze cattle) passing over the Kennet & Avon canal & the river Kennet into Hungerford to park on the Croft(a large green/ meadow in the middle of the town). This was the Lunch stop..most people bought a picnic & sat in the shade..although we decided having had bacon rolls for breakfast & cake mid-morning,we would walk to the town. We did partake in some local made fresh apple juice & freshly picked plums!!(The Bear Hotel reputedly 13th c. was given by Henry 8 th.to Anne of Cleaves & then in 1541/2 to Katherine Parr. In 1644 during the Civil Wars Charles 1st.made the Bear his headquarters. John Evelyn & Samuel Pepes both stayed at the Bear in 17th c. In Dec.1688 William, Prince of Orange later King William 3rd also stayed at the Bear.) (30.7 miles)



Section 3. We left at 14.00 heading West out of town towards Froxfield passing the Duchess of Somersets Hospital(c1680)& Littlecote House(grade 1 listed & built in 3 sections between 1290 & 1589 with a Roman Villa in the grounds with fine mosaic floors), then heading North through Chilton Foliat passing the Victorian Kitchen Garden(BBC series from 1987-1993) past RAF Membury(former RAF station),the Iron Age Hillfort of Membury Camp & into the Lambourne Valley...home of Horse racing & a rehabilitation centre for injured jockeys..to the North of the town the Lambourne Hoard was found(in 2004) consisting of 3 gold bracelets & 2 armlets dating back to 1200 BC. Heading South West out of Lambourne then West to the village of Baydon & the next Passage Control just & onwards towards Liddington & Wanborough past J15 of the M4 to Chiseldon & then South to Ogbourne St.George,Ogbourne St.Andrew,Ogbourne Maizey to the last Passage Control. Then heading North West for 5 miles along the "Top Gear" road used for the filming location for super car tests. This offered spectacular views of the Downs & crossed the Ridgeway Path(87 mile long prehistoric route used by TRavelling herdsmen & soldiers) continuing through Broad Hinton,Broad Town & returning to Royal Wootton Bassett Rugby Club by 15.35.(48.25 miles).

The MSA doesn't recommend using Passage Controls on these TouR's but personally I think it's essential to stop convoy situations developing as the PC allows cars to leave at 1 minute intervals. At 16.00 we sat down to a 2 course meal of either Lasagna or Curry followed by fresh fruit salad & meringue...very good to ☺.

This was a very well organised event with a leisurely TouR of Wiltshire & Berkshire on very quiet lanes & minor roads with 65 cars entered 12 of which were TRs.

We left Royal Wootton Bassett at 16.52 retracing our outward journey until we got to a 6 mile tailback on the A34 before the M40. We did 2 miles in 20 minutes so diverted onto the B 4027 to Bletchington then the A4095 around Bicester to Buckingham & home for 18.45 to rescue Lucy although Don & Helen had visited her at the lunchtime.

We did 282miles for the Day & averaged over 30 mpg!!

Wendy had Monday off to recover...I didn't say anything!!!.

Please remember...

This is a game.

These players are playing for FUN.

The coaches are volunteers.

The referees are human.

Children see, Children do.



Welland Valley Wander

Over 100 cars had entered, so it's a busy and grand start at Hothorpe Hall near where the source of the River Welland starts in the Hothorpe Hills. This event has vintage cars through to modern classics, so after our bacon sandwich we set off as car 21 (a late number for us in the TR3A) ...with Paul & Wendy (TR4A) and Pat & Pierre (TR6) lower down the order.

We pass through pretty villages and gentle rolling countryside and the site of the Battle of Naseby. Through the day we pass many sites of airfields used in WW2 ...now all but lost under agriculture and housing estates.

The Welland Valley Viaduct is a must on this trip. We have now approached it from north, south, east and west and it still is a sight to see at 1,275 yards long with 82 arches.

The optional coffee stop is at the "Exeter Arms" in pretty Barrowden, where Chris and I enjoyed delicious lemon drizzle cake and chocolate brownies (sorry P&W + P&P...understand they'd run out before your arrival). We then headed along the south shore of Rutland Water to skirt Oakham, cross over the A1 and enter Lincolnshire to arrive at Grimsthorpe Castle. Our approach is via their



4 mile long Chestnut Avenue. Our TR3A gets parked in the 'posh seats'....in the courtyard in front of the castle. We have time to walk around the stunning gardens and have a picnic. P&W and P&P have had to park outside the courtyard gates but we did manage a quick photo-shoot in front of the castle before heading off back over the A1 via more attractive villages and countryside to our finish venue at Bruntingthorpe Proving Ground (ex-airfield). The TR3A managed over 90mph on the main runway but not knowing the layout inhibited us slightly. A second lap would have been ideal !

Bruntingthorpe is now a major automotive and other vehicle storage facility and houses a Cold War Jets collection ...which are taxied under full power twice a year on Open Days. Pierre could not believe that the Vixen which he parked by was the actual plane he worked on when he was in the RAF.

We finished with coffee and cakes in the 'Whittle' building and received our presentation bottle of beer.

This was sadly our last HRCR tour of 2018. What a fantastic year we have had ...roll on 2019 .



Pat Glasbey .



Pics: Chris & Pierre





LEA VALLEY GROUP **Le TRip to Le Mans**

Well, mes amis, what can je peut dire? Let off the lead for a week away sur le continent

It all started off so well: South Mimms to 'our' Holiday Inn and Shell station – Indian take-away in the hotel (!) – good night's sleep – delai habituel for Le Shuttle and off sur les autoroutes. I won't mention stub axles (read about it elsewhere) but only 75% of the group arrived at our sheds beaucoup plus tard that evening – just in time to scavenge quelquechose á manger. Interesting, snug but adequate accommodation – lovely bath robes but no aircon!!!!

Friday: bacon baguette - très chaud – Nick and Dan on the circuit (bravo!) – Le Mans is énorme – lots of people and voitures – so much to see – prices!! – final 25% of group arrived dans une belle Clio - tram to Le Mans for dinner.

Saturday: energy bar – très chaud – my turn on the circuit, with Paul: brilliant experience: 100+mph: 14mpg: can I have another go? – encore plus de people and cars – picnic in the trees – les prix sont élevés! – bought the T-shirt – watched night racing.

Sunday: bacon baguette - très chaud – even more packed with people and cars – child racers – France win the World Cup!!! - tram to Le Mans for dinner.

Monday: bacon baguette - très chaud – pack up and go – regroup at Aumale – swift drive to Coquelles – plus longue delai pour Le Shuttle – meet the Jaguar personnel recovery angel – group splits –savoureux bifteck pour diner at Beefeater.

Tuesday: bacon baguette replaced by 'full English' – home!

Thank you, Travel Destinations. I don't remember whose idea it was to do this trip, but a great big 'merci beaucoup' anyway. First Spa, then Le Mans - and next year?

Pierre .



Classic Le Mans 2018

This years CLM can be summed up in 3 words, hot, hot, hot. It was wall to wall sunshine with a fair share of drama and excitement thrown in. The drama came in the form of Mike's front axle breaking on the way down and the excitement was the racing.

Five TRs and eight chaps, with an age range of 24 to 70+ made the epic TRip to Le Mans to see hundreds of classic cars racing over the famous circuit. Driving down it seemed like it was an invasion of the Brits. Car after car on the motorway was British, many a cheery wave and a flash oh headlights were the order of the day. The number of Brits at the meeting was amazing, it is like being back in Blighty.

CLM is a petrolheads dream, you can get up very close to the cars in the paddocks and the racing goes on for 24 hours. There are thousands of cars to see of nearly every make. Add to that dozens of stands selling everything from spanners to electric conversions for your E-type.

The visit was organised through Travel Destinations and we stayed in their Flexotel village. A Flexotel is a collapsible container that turns into two, twin bedded rooms. It sounds worse than it is, honestly! The facilities were good and we could enjoy a refreshing pint of Adnams bitter on site, what more could you want.

The drive home proved less eventful and we left us wondering where we should go next. We covered 956 miles in total.

Phil Sanford



TR Register Liege-Brescia-Liege Rally 2019



Dear TR Friends,

With tyres, brakes and engines still warm from Liege-Brescia-Liege 2018, it's already time to look ahead to next July, when it's the turn of Triumph TRs to drive the amazing original 1958 route from Belgium to the Dolomites, to Ljubljana in Slovenia, back to the Dolomites taking in its finest passes like Pordoi, Stelvio and Gavia to Brescia, then back over Gavia and Stelvio the opposite way and over the delightful Passo Pennes, back through Austria and Germany to Belgium again. Stunning scenery, wonderful driving roads, fascinating museums and castles, great hotels—the **TR Register Liege-Brescia-Liege 2019** beckons !

We're delighted to be working with the TR Register on this very special event. Entries already include several factory –prepared Triumph rally cars from the 1950s and 1960sand cars from as far afield as Brazil and USA. There's plenty of room for more ! As well as Triumph TRs (from TR2 to TR8), TR-engine Morgan Plus 4s and similar cars are welcome. We also have a Stag entereda car known to some enthusiasts as the TR9 ...

For further details check website: www.classicrallypress.co.uk

Malcolm McKay (Event Organiser)

Species Under Threat – LVG Calendar



It's September and it appears the long dry spell in the weather has introduced a dry and barren time for TR photographs, as well.



Currently, the future of the 2019 calendar is looking threatened. The standard year has 12 months but for the LVG, 2019 might well be shortened to just 7 or 8 months (and that would be a great shame as that would mean I wouldn't get a birthday next year). The remedy to this would be to include several more photographs of a Pimento red TR6!



If you have any photographs of your car (or parts of the car) that you think might be of interest for our calendar, please email them to Pierre. All that is required is that they be of LVG cars, with or without people, preferably taken in 2018, and that they are of interest sufficient for them to be included either as a stand-alone photo or as part of a montage.

Who knows – it could be a front page star!!!

Send your best photos
to Pierre NOW !

Roadworthiness Testing Where are we now?

As I write this, we are just over a month into the introduction of entitlement to MOT exemption for most of our vehicles.

I had thought about setting out all the steps by which we have got to the position we are now in, but on reflection it is both much simpler, and indeed much better for everyone, if I simply state the current position. I know that there are some of you out there who have been following the development of this process closely and will be keen to ask questions, but I suggest

we should all sit back and see how it works out. There is no real reason to think everything will not be fine.

Meanwhile Ian sets out a set of Frequently Asked Questions in his section to help members navigate the system as it currently exists.



With thanks to Gordon Staplemore on next 2 pages

THE LAW

For the vast majority of our members (I will come to HGVs later) the legal position is simple. The Regulations state that **vehicles built over 40 years ago and not substantially changed are exempt from testing.**

This status is not dependent in any way on whether or not a declaration has been made by the keeper to DVLA.

It also has nothing to do with whether or not the vehicle is in the 'historic' tax class.

As there is no examination of vehicles to assess whether they have suffered substantial change, the decision as to whether a vehicle has been substantially changed rests with its keeper.

If you have doubts look at the Guidance referenced by Ian within the FAQs, if necessary consult an expert, ideally one from the Federation's list.

But we think it is a fair rule of thumb that, if you don't think of your vehicle as being much different from its original form, it is not substantially changed.

So if your vehicle was built more than forty years ago, (whenever it was registered), and if you think it is pretty standard with only minor tweaks, then when the validity of its MOT Certificate runs out, you simply do not have to get a new one.

You can of course get a new MOT if you wish, but do remember that there is no real distinction between a voluntary MOT and a compulsory one, and while all the concessions for vehicles of an earlier technology remain in force all current procedural rules as to the consequences of failure will apply.

Obviously, if you know your vehicle has been the subject of substantial change within the past thirty years, even if it was built before 1960 and has previously been exempt from the MOT, it isn't exempt now and you must take the vehicle for a new test.

That's it.

ADMINISTRATION

Now let us turn to the administration.

DVLA have chosen to administer the system by default rather than individually recording eligibility.

They are also, we understand, using the date of registration shown in their database to trigger their system.

So if a vehicle registered more than forty years ago shows up at the time of relicensing as having no MOT you will

-If you are relicensing at a Post Office be asked to show the counter clerk a signed Form V112 (or V112G) which will enable the clerk to proceed into the licensing process, or

-If you are relicensing online, see a page upon which you are invited to check a box saying the vehicle is exempt from the MOT. If you do not tick the box you will simply not be able to proceed to relicensing.

DVLA do not actually record the presentation of the Form V112 or ticking of the online box, so will not currently have a record of the declaration or of the vehicle status on its database.

You may not be asked to show the Form V112 or tick the box. The two most likely reasons are that

the vehicle still has some validity of its MOT to go, or

although more recently registered the vehicle was in fact built more than forty years ago. This would cover many vehicles with age-related registrations, including those imported into the UK.

But the important thing to remember is that this doesn't affect the legal position which is as I have set it out above. Your vehicle is exempt (or not if it has been substantially changed) whether or not DVLA asks the question.

CONSEQUENCES

There are a couple of matters which we think might have to be revisited by DVLA, though in fairness we should not expect a rapid change.

The first is that, as the DVLA don't record the declaration in the database, they cannot show a vehicle as being exempt, for instance on the Vehicle Enquiry Service (VES). But as the assumption made by DVLA, and communicated to the police who enforce MOT non-compliance on their behalf, is that vehicles registered over forty years ago are exempt then it probably does not matter greatly, even if those of us with pre-1960 cars have grown used to seeing the EXEMPT status when we visit the VES.

The second is that as we currently understand it, there may not be a similar assumption in respect of forty year old vehicles with age-related registrations, so these vehicles could be at a risk of incorrect enforcement, though that risk is likely to be vanishingly small. But we will follow this issue up.

HGV'S

And on roadworthiness testing I must turn to Heavy Goods Vehicles. The first thing to say is that I know there might be a perception our interest is solely with cars and motorcycles. Nothing could be further from the truth. But I think, despite the considerable amount of time Federation people have spent on the subject, we have to acknowledge we have suffered a relative failure.

Firstly, we have always been aware that the people who perhaps stood most to gain from extension of the exemption were the owners of HGVs. They have more issues, vehicle for vehicle, with testing at ATFs with 'old technology' vehicles, and more difficulty with the geographical spread of sites. So we always included HGVs in our submissions to the Government.

It is our understanding that the decision not to exempt post 1960 vehicles was a ministerial one, not resulting from the recommendations of civil servants and thus without the benefit of the arguments we had made.

We think a campaign should be mounted to get a proper understanding into the Minister's office of the numbers and types of vehicles involved and the care taken by enthusiast owners to try to get this decision overturned, though it will inevitably take time.

And my second apology, which relates to timing rather than substance, concerns what happened prior to us achieving complete understanding.

The request from Government to work on the Guidance followed on closely from release of the Government response to the Consultation. Furthermore, the law on Heavy Goods Vehicle testing is contained in a different regulation to most other vehicles.

The Federation worked with Government on a form of words on the Guidance which was quite simply at variance to the actual intentions of Government. While the mists of time do not permit us to be clear whether the erroneous words were introduced by Government or the Federation, we were led into believing post 1960 historic HGVs were to be exempt. It is accepted the Response clearly said otherwise and we failed to notice.

We thus spent quite a lot of time working with some members on the wholly unnecessary exercise of establishing how many of these post 1960 vehicles might have suffered substantial changes. All of us who did so wasted our time and I apologise for that.



We have received a few queries that suggest the exact meaning of the 'Date of first registration' entry on a VSC is not always properly understood. This refers to the date the vehicle in question was first registered onto the current DVLA (ex-DVLC) system. In the vast majority of cases that is the date of first registration anywhere but obviously for an age-related registration on, for example, an imported vehicle it may be many years later than the original first registration. However, it must be understood that for DVLA this is a correct statement and cannot therefore be changed.

A recent announcement from DVLA that last year 34,000 people were penalised for not obtaining a licence for

a vehicle qualifying for nil rate VED is a timely reminder that, regardless of the rate of VED, due, all vehicles must be continuously licensed or on SORN. This of course includes those in the historic tax class and nothing in the new MoT regime has made any change to this. Our thanks to a member club for drawing this announcement to Emma's attention.

We visited DVLA in Swansea in late May for a regular liaison meeting. We were able to meet a new member of staff and understand some slight changes to roles and responsibilities in the Policy area. Some time was spent understanding the operational details of the licensing process for

historic vehicles under the new MoT regime. Bob provides more detail of this in his section. DVLA do understand that there are some outstanding historic vehicle registration issues with which we are not entirely happy, and we continue to work with them in an attempt to find mutually acceptable solutions. Particular cases in point are first registrations of imported vehicles originally supplied abroad in CKD form and instances where a vehicle may have been registered on a 'Q' plate in the past but enough evidence now exists to be able to accurately ascertain the date of manufacture. For those directly affected by these issues I can only ask for patience, we haven't forgotten you and efforts are being made to resolve them. If or when there is any news you will read it here first!

Nothing, it seems, is unaffected by GDPR! In the future if anyone wishes me to pursue a particular problem with DVLA, which I am still very happy to do, I will have to ask for a formal agreement to their information being shared with DVLA. This is necessary for both FBHVC and DVLA. At the time of writing the exact wording of this is still to be finalised but will be sent when appropriate in response to any query.

Over and above the many valid points on the new MoT exemption system that Bob makes elsewhere, there is one procedural detail I would like to draw attention to as I don't believe it appears anywhere in the published guidance. If making a first registration application for a vehicle that qualifies as a VHI a completed and signed V112 form should be included in the document pack sent to DVLA. This should permit the registration without an MoT, although DVLA may still wish the vehicle to be inspected by SGS. We hope the following FAQs will be of assistance in understanding the operational procedures of the new MoT regime.

- 1 Q. Do I always have to use a V112 form to declare MoT exemption for a 40 year old vehicle?**
A. No. There are two ways to do this. If you are taxing your vehicle at a Post Office you must use a V112 form but there is an online alternative in the DVLA Electronic Vehicle Licensing process.
- 2 Q. I tried to tax my vehicle online but I did not see the page for declaring MoT exemption, why is this?**
A. This page will not be shown if the vehicle already has an MoT, voluntary or compulsory.
- 3 Q. I need to register my vehicle in the historic tax class (zero VED) and wish to declare MoT exemption at the same time. Can I do this online?**
A. No. A change of tax class can only be done at a Post Office which in turn means that the MoT exemption declaration must be done with a V112 form.
- 4 Q. I have recently imported a vehicle over 40 years old and wish to register it in the UK. How do the new MoT rules affect this procedure?**
A. MoT exemption can be claimed by including a completed V112 form in the documents sent to DVLA for the registration.
- 5 Q. My car is over 40 years old, is it now exempt from the MoT?**
A. All cars, light vans and motorcycles over 40 years old are exempt from MoT unless they have been substantially changed. The situation for trucks and buses is somewhat more complex.
- 6 Q. What does 'substantially changed' mean?**
A. DfT has published guidance to explain this, it can be found at - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/670431/vehicles-of-historical-interest-substantial-change-guidance.pdf
- 7 Q. Does a vehicle have to be registered in the historic tax class to qualify for MoT exemption?**
A. No. Being registered in the historic tax class is not a requirement for MoT exemption. However as both reference 40 years old most MoT exempt vehicles are likely to be in the historic tax class.
- 8 Q. My vehicle does not qualify for MoT exemption because it has been substantially changed, does this mean it can no longer be taxed in the zero VED historic tax class?**
A. No. There is no direct link between the historic tax class and MoT exemption.
- 9 Q. Do I have to declare that my vehicle is exempt from MoT or is it automatic?**
A. MoT exemption is automatic, administratively it must be claimed each time to permit the vehicle to be taxed.
- 10 Q. My vehicle will now be MoT exempt but has an MoT which will be valid beyond the next taxation date. How do I declare exemption?**
A. It is not necessary to renew the MoT and exemption can be claimed the next time it is taxed.