



The TRunnion

2019 / 3 May / June

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 Glasbeyplease send me your classic motoring stories and comment. **E: chris.trunnioned@btinternet.com**



Editorial Long time member of LVG, David Randall has retired from TR driving and we wish him well. He writes to Pierre: *"Thanks for your good wishes. I have enjoyed my time with Lea Valley but all good things come to an end. I sold the TR at the beginning of April to a guy in Spalding who was very delighted with it, Was very sad to se it go but the time was right for me to sell it. Since selling, I have had so many calls from people interested in it but very happy with the guy who bought it. We both wish you and the rest of the club every success and happiness for the future and maybe see you sometime at the Cock in Broom. Kind regards, David"*

Plenty of days in the month to see the grandkids . Hope to see YOU at more LVG meets and events. Check the list and especially look forward to seeing you at **"Shine & Show"**

Some regular members have gone missing of latewe look forward to your return. Have TR will TR avel . *Chris.*

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

WHAT'S IN

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- 9** LVG go cruising on the Canal
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- 18** Tim takes a Brake

*Deadline date for Text and Pics for next issue : **29 JUNE**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-trlvg@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.**

**The following
2 pages are
packed with a
selection of
2019 Events**

**IF IT'S RED
we will be there**

**IF IT'S SUPER
RED ...these
are the major
events for LVG**



**If you have any
questions about an
eventor just
want to double
check that we are
attending**
Contact :-

Paul Richardson

Events Co-ordinator

(details above)

See over for EVENTS listing ->

For a full event listing SEE the LVG website ...



Lea Valley TR Group Calendar 2019

LVG organised events in red, bold type denotes members are especially encouraged to attend. Events in black are other local events, bold type denotes LVG will be attending.

Please check event website nearer the date to ensure accuracy.



Friday to Sunday 24th – 26th May – Enfield Pageant of Motoring

Saturday 1st June - Halls Green Picnic, Halls Green, Weston, SG4 7DP

Sunday 2nd June – Elveden Classic Car Show, Elveden, Suffolk

Sunday 2nd June – Stoney Stratford

Wednesday 5th June – Daks over Normandy IWM Duxford tickets only available in advance from www.daksovernormandy.com (don't forget your car park ticket)

Wednesday 5th June – Wednesday evening Pub meet 7 o'clock venue tba

Friday to Monday 7th – 10th June Circuit Historique de Laon Tour

Sunday 9th June – Luton Festival of Transport, Stockwood Park, Luton

Sunday 9th June – Prescott Hill Climb

Sunday 16th June – Monthly meeting at the Cock PH, Broom, from 12 noon

Sunday 16th June – Marsworth Steam and Classic Vehicle Rally (nr. Tring)

Friday to Monday 21st – 24th June TRR Coast 2 Coast Run

Monday to Friday 24th – 28th June Post C2C Welsh Tour

Sunday 30th June – Tibbles Tour, organised by Carpenters Arms Car Club

Sunday 30th June – Autofest Cranfield

Wednesday 3rd July – Classics in the Walled Garden at Luton Hoo (in place of Wednesday evening meeting) From 4pm

Thursday 4th July – Goodwood Festival of Speed

Friday to Sunday 5th – 7th July – Cars in the Park, Oak Hill Park, Barnet

Sunday 7th July – Whitewebbs Triumph Day, Enfield (to be confirmed)

Sunday 14th July – Kimbolton Charity Classic and Country Fayre

Wednesday 17th July – LVG Shine and Show from 4pm at the Cock PH, Broom

Saturday 20th July – Revs and Rhythms, Shefford, from 3pm to dusk

Sunday 21st July – Monthly meeting at the Cock PH Broom, from 12 noon

Wednesday 24th July – Classics on the Common, Harpenden

Friday to Sunday 26th – 28th July Silverstone Classic, watch TR Reg website for discount code.

Thursday 1st August – Sezincote House and Gardens, Moreton in the Marsh

Sunday 4th August – Festival of Classic and Sports Cars, Helmingham Hall, Suffolk.
A chance to meet up with other Eastern Area TR Groups

Wednesday 7th August – Wednesday evening Pub meet 7 o'clock, venue tba

Wednesday 7th August – Classics on the Green, Rickmansworth

Thursday 8th August – Pirton Classic Car Show (date to be confirmed)

Friday to Sunday 16th – 18th August TRR International Weekend, Stratford upon Avon

Sunday 18th August – Welland Valley Wander

Sunday 18th August – Monthly meeting at the Cock PH, Broom, from 12 noon

Sunday to Monday 25th – 26th August – Knebworth Classic Motor Show

Sunday 25th August – Little Gransden Air and Car Show

Sunday 1st September – Classic and Sports Cars by the Lake, Fornham St. Martin, Suffolk IP31 1SL

Wednesday 4th September – last Wednesday evening Pub meet 7 o'clock, venue tba

Saturday 7th September - -Classics at the Plough, Kings Walden, SG4 8LA

Sunday 8th September – Fawley Hill Steam Railway & Museum with a fantastic opportunity to display your car in front of the museum and enjoy afternoon tea at the preserved Somersham Railway Station.

Friday to Sunday 13th – 15th September- Goodwood Revival

Sunday 15th September – Car Treasure Hunt & Club Meeting at the Cock PH, Broom.

Saturday & Sunday 21st – 22nd September – Pistons and Props at Sywell Aerodrome

Sunday 6th October – Sunday Scramble, Bicester

Sunday 20th October – Monthly meeting at the Cock, PH Broom, from 12 noon.

Friday to Sunday 8th – 10th November – Classic Car Show at the NEC Birmingham

Upcoming Events

The Events Committee would like to draw your attention to some of the shows and events over the next couple of months that there will be a LVG presence at. It would be great if you can come along and join us. There are of course our regular club meets on the 3rd Sunday of the month and summer evening meets on the 1st Wednesday of the month.

Sunday 19th May, monthly meeting at the Cock PH Broom

Saturday 1st June, Letchworth GC Classic and Vintage Car Club 10th Transport Picnic at Halls Green, Weston, SG4 7DP. Entrance is £5.00 per car. There will be a band, stalls and refreshments available. We hope to have a good LVG turnout for this event as LGCCVCC have strongly supported our Shine and Show in the past. If you want to arrive in a group please contact Phil Sanford for details.

Wednesday 5th June, Daks over Normandy, IWM Duxford. Your chance to get up close to 38 DC-3/DC-47 (Dakotas) as they take part in the 75th commemorations of the D Day landings where 24,000 troops were parachuted or came in by glider. There is a comprehensive programme of flying and displays. For details and tickets www.daksovernormandy.com, and don't forget your car park ticket. You have to purchase your entrance ticket in advance.

Saturday 22nd June, Come and greet the TRs who are taking part in the **Coast 2 Coast** drive from Southwold to Aberystwyth. They will be arriving at the Shuttleworth Museum for a pit stop from approximately 11:30am. There will be 14 cars arriving, 7 of them from LVG and 2 from our friends at Cam Follers. It would be great to see some of you coming to lend your support and encouragement. Entrance to the café and parking is free of charge.

Wednesday 3rd July, Classics in the Walled Garden at Luton Hoo. A regular LVG attended event where we usually park in the paddock and take a picnic. A lovely way to spend a summers evening. Bookings can be made online at www.petermadden.co.uk or pay on the gate.

Wednesday 17th July, **LVG Shine & Show**, from 4:30pm at the Cock PH in Broom. Please come and support our 3rd annual event. This year along with the usual trophies and BBQ there will be a live Jazz band "Lend Us A Tenor" featuring our very own Christalle and Sharon. There will of course be the Grand Raffle and if anyone would like to sponsor or donate a prize please get in touch. Last year was a great success, let's make it an even bigger one this year.

Friday 26th- Sunday 28th July, Silverstone Classic, several of us will be attending over the weekend especially on the Saturday. Tickets in advance only from www.silverstoneclassic.com using the exclusive club code CCD00282019 for infield parking in the TR Register display area.





Bring your Classic Car to our

Shine & Show Night

**On Wednesday 17th July 2019
4.30pm - Dusk**



@

The Cock Inn
Broom
SG18 9NA

**Serving great beers straight from
the cellar & tasty food from the
BBQ.**

LIVE JAZZ BAND

All classic cars welcome
The show is staged on a large field at the rear of the pub.



- Trophies for -
- Best sports car
- Best saloon car
- Best rolling restoration
- Best TR
- Furthest travelled to the show

Enquiries via email to-
LVGshineandshow@gmail.com



**FREE
ENTRY**



GROUP LEADER'S REPORT



Well, here we are again – awakening from the slumbers of the winter months and emerging into the long summer days, thoroughly reinvigorated and full of good intentions to get the TR out and show the world just how much you enjoy driving around.

Back in April, we had our first First Wednesday evening meetings of the year, over at Waresley, close the northern end of our territory. A good turn-out, especially as a few people turned up that we hadn't seen for a while. I won't mention the hazards of falling out of a loft or the fact that someone preferred to be skiing in the Alps rather than have an evening drive out to SE Cambridgeshire. Nice pub with an impressive floodlit church opposite, which in hindsight would have made a good background for a TR photograph. I should have thought of that before we left, but we were distracted by Chris Glasbey's new car – a Fiat 500. However this 500 is rather special, being the Abarth Competizione 595 version. To give a comparison with our TRs: the 500 has 180hp and weighs about 1050kg, whereas as a TR4-TR6 has 100-120hp and weighs about the same. The relative power-to-weight ratios tell you that Chris is going to have a happy time driving his new toy! It sounded good – especially when pushing a certain button on the dash – and we really liked the carbon-fibre framed seats. Have fun, Chris.

Also back in May, a bunch of LVGers joined in with the Camb Followers for a 'Cars on a Lift' event at TRGB. As it turned out, it wasn't just the excellent bacon rolls provided by Leanne and Gary that made the whole thing worthwhile, as several of us came away with some ideas as to what needs to be done to their cars to keep them road worthy. No names – no pack drill. However, should those who are now better informed want some help, remember that it can probably be provided from within the LVG. Just one more thing: it didn't matter where you looked around the site, you kept finding yet more TRs – I reckon there must have been in excess of 40 TRs there, in all states!

The week after saw another bunch of LVGers taking to the water for a trip in the dark followed by a dinner – all at Stoke Bruerne. Interesting trip through the tunnel, then having a race against a Mallard (duck). The only fly in the ointment was finding out the next morning that Nelson's flat battery turned out to be a duff alternator that resulted in getting back home in the early hours of the next morning – bad luck, Nelson.



Easter Sunday was our third Sunday non-meeting day, but that didn't stop a dozen of us turning up at The Cock anyway. Lovely sitting out in the garden and taking the rays.

The Sunday after was Drive-It Day and our trip to Bressingham. Great route from the Glasbeys and Paul, except for the weather on the way there. Pity about that, but I seem to remember that the last time we went on a run like this, it rained as well! You can read elsewhere all about the day but suffice for me to say 'thank you' to all. Suggestions for DID 2020?

Imminent adventures for the LVG include a day at the races (the TRR/Revington sprint), a picnic (Wroxall Abbey) and the TRR C2C followed by a few days in Wales. Busy days.

You will no doubt know that there has been some controversy regarding the TRR's Forum, even though you may not ever have had a look at it. Actually, if you haven't had a look, you are one of the 80% of members who have never done so, something I find truly amazing given the wealth of information and assistance instantly available on it. Anyway, the controversy was all to do with some rules that were introduced last year with no prior consultation with users and which were judged subsequently by many to be unacceptable and who promptly left. This was a great pity as many of the 'leavers' were valued contributors – although I have to say that I was pleased to see the back of a couple of them! Regardless, there are now new rules in place and I urge all of you, including the leavers, to look at the new rules and if you accept them, enjoy all that the Forum has to offer. It may surprise you to know that almost all that you see on the Forum is free to view by the general public – an amazing resource to any TR owner, anywhere in the world.

Did you know that the TR6 first came on the scene exactly 50 years ago? This was the introduction of the CP series with the CR series beginning 3 years later – mine is number 106 of the CR series. The two series are often described by their power ratings, being 150hp or 125hp respectively. The difference sounds a lot but in reality, it was minimal as the measurement method changed from using an SAE method to a DIN method. The only physical change was a change of camshaft that reduced horsepower a little to make the engine more 'driveable'.

That's it for now – time to start getting serious about the trip to Italy that Pat and I are doing in June. Not much space in a TR for the best part of 3 weeks so packing should be quick! I've seen several lists of spare bits that should be taken and come to the conclusion that if I followed the suggestions, there would be no space left for anything else. As a result, I'll be taking just a few fuses, bulbs, injectors, plugs, some essential fluids, the contact details for my European breakdown cover and the URL for the TRR Forum to seek help if needed! Hopefully, these will not be needed for either this trip or the C2C and Wales trip that follow straight afterwards.

See you soon – hopefully.

Pierre.



Canal Boat & Museum TRip to Stoke Bruerne

Spring got off to a good start with 18 of us making a run out to Stoke Bruerne for a visit to the Canal Museum and a narrow boat ride through the famous Blisworth Tunnel on the Grand Union Canal, finishing off with a meal at the Boat Inn. This is a 18th century inn owned and operated by the same family since 1877 and sits on the edge of the canal.

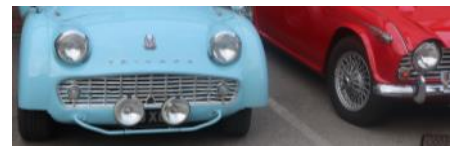
Several of us decided on a “social run” starting at Baldock Services. Unfortunately, as Brian arrived his car started to misfire and proved difficult to do a quick fix on so it was back home for him and swap to the day car. We journeyed up to Flitwick picking David and Pat up and Mike and Christalle along the way along with Brian and Lynda who had managed to swap their car and catch up. A great drive through mainly county lanes got us to Stoke Bruerne in plenty of time to visit the Canal Museum before we were due to embark on the canal boat. Remarkably for LVG we didn’t have a detour around a housing estate, we must be losing our touch!

The National Canal Museum is quite small but packed with information on how the canals were built and the navvies who built them. You can follow the story of the boat families, lock keepers and leggers who lived and worked on the canals. There were models of boats, traditional clothing, canal crafts, a boat builders’ workshop and beautiful signs. Very importantly there was a café attached for that all important cup of tea before we set sail.

We boarded the Indian Chief narrow boat for our journey along the canal to Blisworth. The tunnel was rebuilt in 1984 after falling into disrepair. We were treated to a close-up inspection of the tunnel as most of the journey time was through the tunnel but it certainly gave us a good insight to the hardships of the canal boat folk who had to “leg” their boats through before the boats were motorised and the conditions the navvies had to work in.

Back at Stoke Bruerne we adjourned to the Boat Inn for an excellent meal in a private dining room. The journey home proved uneventful for most of us apart for Nelson who suffered an alternator failure which meant he did not get home until about 2am and Jon whose headlights were not quite up to the job.

Phil Sanford



Cambridge Classic Car Run

A very cold, sunny and frosty start (full thermals needed) for our 10 minute drive to IWM Duxford for the start of this event. The running order was alphabetical rather than the more usual car age order, so along with other Triumphs we were car number 49but this meant that we could have a leisurely chat and our bacon butties with Paul and Wendy and Ian & Yvonne (the LVG team).

The first leg of 32 miles to Debden Airfield via Chishill, Nuthampstead and Clavering was, mostly, familiar to us but didn't detract from lovely scenery and driving roads. Pleased it wasn't raining as coffee and very good cakes were taken outside. We were sharing the tea wagon with an AutoSolo event. Most of the entrants were young men in hot hatches but it was great to see the young taking part in a motor event. AutoSolo is like an Autotest but more open and fast flowing and consists of driving around different courses, around cones, against the clock.

There were two choices of route back to Duxford12 miles or 51 miles. Obviously, we took the long route and at first were on very familiar routes through Great Sampford and Finchingfield. We then went deeper into Suffolk to return via Fulbourn & Great Abington to arrive at Duxford in time for a couple of hours of looking around the museum.

A great start to our classic motoring year. Hope it's a bit warmer for the rest of the tours we have entered !



Pat G.





At Bressingham on Drive-it-Day



Drive-it-Day



A very cold but sunnyish start from the Silver Ball Cafe (excellent breakfasts), saw 12 TRs from LVG set off to Bressingham Steam Museum and Gardens in Norfolk.

The 80 mile route, on A&B roads went via Hertfordshire, Essex, Suffolk and Norfolk ...to arrive at Bressingham by 11.45am ...in a huge rain storm (luckily a short lived passing storm!).

We joined the Wensum Group and later by the Essex Group, resulting in approx 50 TRs in our own reserved area.

The "tulip style" route through Clavering, Clare, Lavenham, Monks Eleigh and Stowmarket wasn't too taxing for anybody (who turned the telephone box into a post box, I don't know!) and all seemed to enjoy it.

Our £7.50 reduced entry tickets were really great value, as it entitled us to as many rides as we wanted on the four steam trains available. Full size was just a shunt up and down but the mini miniature, midi miniature and larger miniature railway rides were all about 15 minutes and excellent fun (Eds note: sorry Brian ...I know you would have quoted the exact line guages). We also had up to 3 rides included on the "Gallopers".



With 17 acres of beautiful gardens, an engine shed with traction engines, pumping equipment and a Royal Train & carriage to look at ..plus an exhibition hall with Dad's Army vehicles, shops and memorabilia + many other artefacts to look atit really was an excellent place to visit.



An alternative tulip route back to the A11/ A14 was on offer but most took the direct route back to Thetford home. They missed crossing the army areas where most of Dad's Army was filmed, the Desert Rats memorial and the long run past Lakenheath Base (no planes flying).

An excellent day out. It will be hard to find a venue to match this one for next year ?



Pat G.





The Matherings of Mancer

Maths was never my strong point - however, if I have read my TR Action and LVG memos correctly, LVG with 8 cars will be providing almost one-third of the 25-strong entry starting from Southwold in the Coast 2 Coast Tour in June (and using my advanced maths skills, nearly one-sixth of the total field of 50).

This must be the strongest LVG entry for a number of years in a TR Register tour - good to see. Just remember that for those of you doing the post-C2C LVG Welsh tour, you will have just enough time to get home and draw breath for a day, before joining the CACCC Tibbles Tour on June 30th - or am I pushing my luck here?

Still on the subject of tours, I was sorry to see that John Haynes, of Haynes Manuals fame and the Haynes Museum at Sparkford, passed away in February. In my early days of TR ownership, sharing a TR6 ("Lulu") with Stuart McRoberts and Rod Hill, the very first classic tour we did was the 1993 Haynes/RAC 2-day Tour around the West Country (not three-up, just Stuart and me). The TR had lapsed onto five cylinders and suffered from a sticking throttle by the time we got to the final checkpoint at Castle Combe race circuit - I don't think we set any lap records - well, maybe STD (Slowest Time of Day) - I think we were passed by a Morris Minor at one point (or was it a 2CV?). A couple of years later, I did the event in my 4A - this was the tour which featured fog at Porlock Hill, and snow over Exmoor and Dartmoor. This was the occasion also when I made the initial acquaintance of a certain Mr. John Tibble (founder of the Carpenters Arms Classic Car Club) - at the time he was busy spinning off and parking his Jaguar 2.4 backwards down a bank (fortunately without major damage). Later in life he saw the light, and now drives a very nice 4A (bet he wouldn't have spun off if he had been in the TR). Twenty five years later and we're still trundling around the countryside in our classic cars.

Away from classic vehicles for moment, no doubt you will all be delighted to know that we have now changed campervans - the 20-year-old Mazda Bongo has been replaced by a 2017 VW T6, finished in a two-tone livery of white &

sage green (looks more like pee - sorry, pea - green to me). Now, if we are allowed back into Europe after the B-word fiasco, maybe we can explore parts of le Continent that we failed to see in the Bongo a few years ago - but that's another story (and yes, I know that really we should be in the TR!).

Assuming access to Europe is still permitted, it looks as though one of the 2019 LVG events I was hoping to attend, the trip to Fawley Hill on September 8th, unfortunately is going to clash with my annual dose of classic motor racing. Having previously visited the events at Goodwood, Silverstone, Monaco, Portimao, Estoril and Angouleme, for 2019 we are going just across the North Sea to Zandvoort in Holland. Apparently the circuit provides good viewing points all around the lap (including the adjacent nudist beach - trust the race drivers won't be too distracted). Once again a party of four is involved, **so** again there is no possible use of the TR - we will be in plane-and-train mode (Luton Airport - Amsterdam - Zandvoort).

The previous issue of TRunnion arrived on my laptop PC with perfect timing. My 4A road tax was due for renewal, and TRunnion had some advice concerning the change of rules last year, allowing vehicles over 40 years old to be MOT exempt - you have to claim the MOT exemption at tax renewal time. Consequently I decided that getting an MOT every year on the TR is something of a waste of time, given that a) Pete Cranwell gives the car a thorough check each year and b) classic cars can develop a fault whenever they feel like it, even 100 yards down the road from the MOT station (mind you, **so** can modern cars). Therefore when renewing my road tax on-line, I duly declared that my TR has had no substantial modifications, and paid my road tax fee of £0.00 (one thing that hasn't increased with inflation). Anyway, how many other LVG members still put their TR's through the MOT? - I think we need to know - the subject clearly is in dire need of a referendum (oh no, not another one!).

Pete Muncer

(Note to GL Pierre - only two uses of "so" in the above Mutterings).





HELP please !

**Phil is flying round in circles
looking for LVG members
to help. Phil is flying round in circles
shine and show**

We need extra Marshalls for car parking. IF you can help the team of volunteers to make this the 3rd and BEST show of all....Please contact Phil Sanford . Thank you.



T: 07919 - 037321

E: p.sanford051@btinternet.com



The Bluebell Run - 11 May 2019 (HRCR)

We have a misty and soggy start from Hopewell Colliery in the Forest of Dean. Although we start at number 2, we are in fact the oldest car on the 60 car entry list. As usual, the bluebells are numerous plus the verges are covered in wild garlicso the first leg through the forest is as fabulous as ever.

We cross the River Wye into Wales via Bigsweir Bridge (built in 1827) for our coffee break stop at the Old Station, Tintern.

This run rigorously keeps to timed starts, so at precisely 10.52am we are off again deeper into Wales. We climb onto a ridge and, suddenly, have the spectacular view of the River Severn and the Severn bridges, as we travel along the ridge. We start heading northwards, via Usk and the roads start to narrow ...with many cyclists, horses and tractors to negotiate. We then arrive at the Hogs Head pub. This pub is in the middle of nowhere. It has been built on a farm and is in fact a superb barn conversion! We had an excellent Ploughmans lunch, a stroll round the farm and at precisely 13.52 are off again.

The roads become narrower and narrower, rougher and rougher, minimal passing places and for 10 miles we climb up and over Long Mountain, closely following a Ford Anglia and a Mini (Ed's note: both rally prepared and quick). It is fast and furious. These are old night and special stage rally roads and I think it was fun if a little scary at times.

Again, in the middle of nowhere, we arrive at Rowlestone Farmhouse for award winning ice creams.

Off on the last legsurely we'll find some 'B' roadsbut no, the narrow roads continue, although in slightly better condition. We cross back into England to finish at the Penyard House Hotel near Ross on Wye, for an excellent 2 course meal.

At 141 challenging and tough miles, it was a tiring and exhilarating day. The weather had remained dry with some sunshine. Home for a few days now before we set off for the "Hills & Valley" tour , next weekend.

Pat G.



**Standard Triumph Picnic
&
TR6 50th Anniversary
Sunday 19th May
Wroxall Abbey, CV35 7NB.
Hosted by the Pre-1940
Triumph Motor Club**

The format is simple, turn up in your Triumph and marvel at the wonderful range of Standard and Triumph cars assembled on the lawns of this historic venue, with the added bonus of the TR Register celebrating the 50th birthday of the TR6.

All you have to do is turn up, bring a picnic and join the birthday celebration for the TR6.



The abbey was founded as a priory way back in 1141 and has several connections to English history, including Shakespeare and Wren.

Look here to learn more: www.wroxall.com/the-hotel/history-heritage/

If there is sufficient interest, the LVG will organise a simple group run up to Wroxall. Contact Pierre if you want to know more.

TR REGISTER & PRE-1940 TRIUMPH CLUB PRESENT
NATIONAL TR6 DAY
CELEBRATING 50 YEARS
AT THE TRIUMPH PICNIC & HOG ROAST
WROXHALL ABBEY HOTEL & ESTATE
WARWICKSHIRE. CV35 7NB
SUNDAY
19TH
MAY
Informal format. Turn up in your Triumph with a picnic and marvel at the range of Standard and Triumph cars assembled on the lawns of this historic venue.
Rally plaques from www.tr-registershop.co.uk
FREE ENTRY **GATES 10AM**



Look – free entry!

HOW TO IMPROVE OPERATION OF THE TR4A-6 HANDBRAKE

The long floor-mounted handbrake lever of TRs 2 to 4 gave a good mechanical advantage and an efficient operation. However, in RHD cars longer legged drivers found the handbrake rubbing against their left leg and often resorted to fitting foam round the lever for more comfort. Triumph eventually responded to this criticism and on the TR4A whilst the fly-off action was retained the lever was moved to the more usual position on top of the transmission tunnel. Unfortunately the lever had of course to be a lot shorter than on the earlier cars, affording significantly less leverage. Indeed, the Autocar road test of the 4A in March 1965 reported that the handbrake was not secure on anything steeper than a 1-in-4.

During a Club Triumph meeting in the early 70s I happened to mention the poor handbrake action on my 4A to a service technician from Broadfields Garage in Cockfosters. He told me of a bulletin from the factory that had addressed a similar concern in relation to poor handbrake efficiency on the Herald and that the recommended modification would work on the similar 4A handbrake. All that is required is to remove the handbrake lever, take off the compensator link and drill a new hole for this 7/16" closer to the fulcrum pin (see photo). The bits of rubber tubing stuck on the lever are simply to prevent the handbrake gaiter being damaged by sharp metal edges. A simple calculation shows that for a given force applied to the lever the force applied to the handbrake cables is increased by around 30% by this simple dodge. The minimal downside is of course that for a given movement of the cables the lever has to move through a somewhat longer arc.

Many Triumph models have a similar handbrake design and could benefit in the same way. The TR5 and 6 handbrake is identical to that of the 4A and, indeed, the Autocar TR6 road test of April 1969 mentioned that a mighty heave was needed to hold the car on a 1-in-4 and the handbrake would simply not hold the car on a 1-in-3. The road test of a GT6 Mk II from the same month similarly reported that the handbrake could not hold that car on a 1-in-3 and felt none too secure on a 1-in-4. My modified handbrake holds the 4A securely on the steepest hills and I suggest anyone unhappy with their handbrake performance should consider this simple change.

Tim Hunt



Figure 1 Repositioned compensator link on TR4A handbrake lever