



The TRunnion

2019 / 2 March / April

For the enthusiasts of TR Register Leaver 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*



What's IN

Monte-Carlo Rally Historique (Banbury passage control)

A few from LVG ventured to meet the competitors, whilst Paul Richardson also displayed his TR4A amongst the 100+ classic cars which were displayed in the town centre. Many years ago, the Rally was organised in January to bring custom to the Casino whilst business was quiet. After the rally cars had gone, some of the classics were invited to drive up the start ramp ..and of course Paul was there (see pic on page 2) .

A few more words from editor on page 7

Time to DRIVE miles-with-smiles this APRIL !

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

- 2-4 Events
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- 10 Check your Pipes!
- 11-13 Tim & Pierre go Rallying
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- 18 Drive after Brexit
- 19 Garage clear-out

Deadline date for Text and Pics for next issue : 30 Aprilbut 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

Issue 1 05/02/19

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.

Sunday 17th March – Monthly meeting at the Cock PH, Broom, from 12 noon

Monday 11th March – Track day at Bedford Autodrome. Book through TR Register website

Wednesday 20th March – H&H Sale, IWM Duxford

Friday to Sunday 22nd – 24th March Classics Restoration Show NEC Birmingham

Wednesday 3rd April - First Wednesday evening Pub meet 7 O'clock venue tba

Wednesday 10th April – Brightwells sale, Bicester

Saturday 13th April – Daventry's Classic Car Show

Sunday 14th April – MK Classic Car Tour

Sunday 14th April – Cambridge Classic Run, starts at IWM Duxford

**AGM mins ...a reminder.
IF you want the full LVG
report with Treasurers report
then check the Website under
'Social Scene'**

Wednesday 17th April – Canal Boat trip and meal from the Boat PH Stoke Bruerne

Sunday 28th April – Drive it Day to Bressingham Steam & Gardens

Wednesday 1st May – Wednesday evening pub meet 7 o'clock venue tba

Sunday 19th May – Monthly meeting at the Cock PH, Broom, from 12 noon

Sunday 19th May – Triumph Picnic, Wroxall Abbey, CV35 7NB

Sunday 19th May Herts Auto Show, Stanborough Park, WGC

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



Well, here we are – late February and the temperature outside is 16°C and no reason whatsoever to not get the TR out and swan around the country lanes for an hour or two. In fact, I'm just back from doing exactly that and now feeling good. The reason for the drive was a simple road test after fixing a fault. The problem I had just fixed was a door lock that wouldn't lock from either inside the car or outside. Now, you may ask whether or not fixing this problem needed a road test but my philosophy was that you can't be too sure without representative testing. I wasn't alone out there, having seen a Sunbeam Alpine and an MGB GT. Not bad for a Monday afternoon.

Way back in January when it was a bit chilly, a very small LVG contingent went to Stony Stratford for the New Year's Day show – one of the least formal events you can find anywhere. You have to admire the way the organisers arrange the parking – fill up the car parks and then park on the High Street, on the junctions, around the roundabouts, in fact, anywhere where there is spare tarmac. The diversity of vehicles was truly amazing, almost as much as the love that some owners have for their pride and joy. The Bicester Scramble was less than a week later, when a slightly larger contingent met at the Super Sausage for a cholesterol injection before chasing Paul across the countryside to the back of the queue to get in.

A quick mention of the AGM and KOL. I reckon that we had a good time at the MPGC again and at a recent committee meeting, we decided that we'll give it a go again next year. I received several positive comments about the slide show that was running and everybody was kind enough to not mention that several of the photos were repeated through the sequence. If you want to have another look at it to find out if you featured at some point or to count the repeats, then have a look at the LVG Facebook page where you can see the show and run it as many times as you like.

The February group meeting at The Cock was one of the best attended we've ever had, with 14 TRs turning up. It was very busy indeed and would have been really crowded if a couple of the regulars had been able to get there as well. I didn't get to speak to everybody there so apologies if I missed you. Apologies also to those that do not like military aircraft but I took the opportunity to publicise the demise of the RAF Tornado strike aircraft and the fact that there was to be a series of 'farewell' flights around the country in the following week. I'm really pleased to say that several of the group kept their ears and eyes at the ready and managed to catch sight of them doing their stuff in our area. It's never easy to photograph flying aircraft – I'm often accused of taking photos of 'dots in the sky' - but here is one taken from the Hawk aircraft that shadowed the Tornados at various times.

This time of the year is usually a quiet time for classics, but we can still look forward to the NEC Restoration show, when we can ask ourselves once again, why does the TRR offer discounts for the Saturday and Sunday but not the Friday? While on the subject of deep questions, have you ever asked yourselves why glue doesn't stick to the inside of the bottle, or why is it that sheep don't shrink in the rain?

In other respects, this is an increasingly busy time of the year. Birds start singing, we start talking about holidays, our archaic habit of changing the clocks again, why does the football season go on so long and note the start of the LVG First Wednesday Evening meetings of the year. On this last point, we will be starting them up again in April, so mark 3 April on your LVG calendar (you DO have one, don't you?) and be prepared for a drive out to somewhere near Gamlingay, about half an hour NE of Broom. True to tradition, you'll find out exactly where to go a short time beforehand. Hopefully, any members that find Sunday a difficult time to come to the meeting will instead, be able to get to one of the Wednesday evening meetings.

This meeting on 3 April will be our final get-together before the big event at the end of the month – our Drive-It-Day trip out to Bressingham. We'll be starting at around 9am from The Silver Ball café on the A10 at Reed, which will offer the chance of a healthy(?) breakfast before setting off on a cross-country route devised by Pat Glasbey and Paul Richardson – so we know it will be both picturesque and interesting from a TR driving perspective. I'm told that Bressingham has been significantly improved in recent years so as it's 40+ years since I was last there, I'm really looking forward to seeing what has changed. The other big thing is that purely by coincidence, there will be three other TRR groups there at the same time and we will have our own dedicated parking area. With a bit of luck, we could see several dozen TRs turn up – should be an amazing sight. Make sure you are one of them!!!!

Finally, is there another word for 'synonym'?

Keep smiling.

Pierre.



Spring is the time to launch into another year of great events for classic cars and TRs in particular. I really hope that Paul Richardson will receive a good number of entries for the "Drive it Day to Bressingham". I recommend arriving early at the start in time for an excellent bacon sandwichthe best way to start any classic drive!

Although we would like to boost interest amongst LVG members.....in reality, if some 150 TRs suddenly turned up at "The Cock" for a monthly meeting ??! This applies to most clubs, with 80% of members being content to just receive newsletters and any other benefits but not wishing to take part in any events or attend meetings. It's up to you....and Pierre and TEAM really would like to see more LVG members . We are a sociable bunch.

All this is my view of courseand if I can inspire **YOU** to send me your thoughts on life with your TR, photos, event reports, etcthat will be great !

Now you will probably turn up at some of the Sunday meets this Spring and Summer and wonder where Chris & Pat are ! Well, it just happens that we will be entering a good number of HRCR Tours, unfortunately many being on third Sunday of the monthsbut we will also report on them for TRunion.

I have just retired, so looking forward to even more TR driving this year .

Chris (Ed.)

SO thank you Pierre !

So, what's this all about?

So, I feel I must start this little piece with an apology. If you read this through, you will find yourself fixated on a modern idiosyncrasy of speech, that you will probably hate – you certainly will not ignore it from here on. It is infuriating – a little like a musical earworm, but worse, much worse.

So, what am I on about? On TV, the radio and increasingly in everyday speech, one little word has invaded our language and appears now obligatory in most sentences. It is certainly unusual not to hear it several times in any conversation. This little word of just two letters is extremely versatile, being capable of being used as an adverb, an adjective, a pronoun and a conjunction – and in particular as an introductory or discourse particle. No, I didn't know what these are either, until checked in a dictionary.

So, once again – which word am I on about? The word that I find is being used incessantly is the word 'so'. It is impossible to listen to any conversation anywhere without hearing multiple sentences beginning with 'so'. It's got through to me so much that I have found myself shutting out the rest of the sentence every time I hear a sentence starting 'so'.

Are you with me on this? If not yet, listen to a news bulletin and count how many times you hear a sentence starting with 'so'. You may well be surprised – you will hear it more frequently than the word 'Brexit'.

I'll simply apologise again, as if you've read this far, you will now never escape from the obsession of listening out for it.

Pierre



The Matherings of Mancer

The previous issue of TRunion contained some interesting snippets.

Firstly, I see that our illustrious Group Leader Pierre was initiated into the delights of "plot-and-bash" navigating recently, courtesy of Tim Hunt and TR4A. Grid lines, herringbones, spot heights, 6-figure map references – Tulip diagrams must be easy after that lot!

Back in my navigating days, on a night event in Kent in the dim and distant past, a sheet of paper was thrust into my hand at a time control about halfway through the rally – on it was a false 6-figure O.S. grid reference for Faversham bus station – so I then had to calculate the difference from the correct reference, and then apply the difference to a list of false grid references to work out the route (all this at about 3am). We did find our way to the next time control, but not by the correct route, and somewhat late! I think it was this experience that persuaded me that co-driving on forest stage rallies had to be easier.

I was intrigued by David Dawson's mention of a TR4 and an A-H Sprite being used for rallycross – I suggest not the obvious choices for this branch of motor sport. Mind you, I remember a guy called Ron Easton (who passed away recently at the ripe old age of 102), who was mighty quick in a TVR of all things – still, no worse than our team using a DAF 66 (rubber bands and all) for the RAC Rally I suppose.

David has built many engines over the years, and just recently Paul Richardson's rebuild of his 4A engine clearly was totally successful.

It may be a surprise to some people (OK, most people – all right then, everybody!) that many years ago, after an early season major blow-up (con-rod through the side of the engine block), I managed to rebuild the Ford crossflow 1300 engine from our autocross car. To my surprise it actually lasted for the rest of the season, but I have always wondered why I had a couple of washers left over – still, always useful to reduce weight in a competition car anyway (I weighed a bit less then as well).

OK, now for 2019 – an impressive list of events was presented at the AGM – you could be out every weekend throughout the summer should you so desire? On my list already – the rolling road session in April, the Walled Garden at Luton Hoo on July 3rd, and (of course) the LVG Shine & Show night on July 17th. Fawley Hill on September 8th is another one I would like to do, if other activities permit.

While on the subject of events, here are some more details for a couple of this year's C.A.C.C.C. tours.

The **Springing Up Tour (April 26th-28th)** based at Stratton House Hotel in Cirencester, will feature Tulip-style road books for both Saturday and Sunday (after trying narrative-style instructions for the Springing Up and Falling Down 2018 tours, I have conceded defeat and reverted to Plan A). The Friday evening meal will be at The Plough Inn, which is a mammoth 100-yard walk from our hotel (Tulip route available); while on Saturday evening we will be dining in the hotel. Saturday's Tulip

route is a 70-mile circular tour of The Cotswolds, with a couple of optional stops and calling at a hostelry with a familiar name (work it for yourselves). Sunday's route heads back to Hertfordshire, but will start with a visit to the Classic Motor Hub at Bibury, for a Drive It Day gathering. Brian Chidwick has entered already, and has forwarded the entry form via e-mail to LVG members.

Tibbles Tour (June 30th) is confirmed to start from Mount Pleasant G.C. at Lower Stondon (the AGM/KOL venue), for the excellent breakfast. The 125-mile Tulip route will be heading east and north this year, and in the afternoon the tour cars will be featured at a Red Cross Gardens Open Day. By the way, GL Pierre might like to note that the run-in back to Harpenden will not include the Lilley road humps! At the traditional finish at the Carpenters Arms a fish & chip supper is provided. More details and entry form to follow, also date and venue for the Falling Down Tour.

Browsing one of the classic car magazines recently, I came across an advert for the "Four Point Challenge". Intrigued, I visited the web site for more details. The event is being promoted in June, starting and finishing at Snetterton circuit. The aim of the event is to visit (in order) the most remote points of mainland Britain - northerly (Dunnet Head, Caithness), westerly (Ardnamurchan Point, Lochaber), southerly (Lizard Point in Cornwall) and easterly (Ness Point, Lowestoft), by the shortest route (no ferries, no green lanes allowed). Each car will be fitted with a tracking device, and the winner stands to win £5000 plus another £5000 for charity. The organisers suggest it will take about 5 days to visit the Four Points, and you must take a 9 hour break each day, therefore overnight stops are obligatory. So in addition to expenses for 5 nights B&B, fuel, food, etc., the entry fee is a cool £480 **each** for a crew of two – at this point I decided that this event was going to be out of my price range.

I wonder what the winning distance will be – something close to 2100 miles would be my guess.

I was pleased to see that I'm not the only one whose enthusiasm for electric vehicles is well under control. The latest edition of TR Action contained a couple of letters – one writer was "appalled" and the other "amazed" that converting classic cars to electric power was even being considered. OK, a limited bit of updating (e.g. alternator to replace dynamo, uprated suspension, LED lights, etc.) means that you can drive your classic in modern traffic conditions in greater safety and comfort – but throwing away the engine and putting a load of batteries under the bonnet? Mind you, progress is being made – apparently this year, drivers in 2019 Formula E races now will be able to complete a 45-minute race without having to change cars halfway through (wow!). So, the World Rally Championship may not be converting to electric power just yet then – recharging points will be a bit scarce in the depths of a Welsh forest.

Pete Muncer



Check your fuel injection PIPES warns John B.



Hello Chris,

I spoke to Pierre about my unfortunate experience with the fuel injection on my TR5and we thought it would be a good idea to mention it in "Trunnion". On the way home from The Cock on Sunday, my car seemed reluctant to keep going but I did get home OK. **When I arrived home, I lifted the bonnet and was greeted with sprays of petrol** from the injector pipe on No.1 cylinder. I was lucky that the petrol did not get on the exhaust manifoldcould have been disastrous to say the least !

On Monday morning I went to TRGB to purchase a new injector pipeand Rob advised they do not supply individual pipes. They only sell full sets at a cost of £258.00 !! I did buy the whole set together with new "O" rings. I set about replacing the damaged one on No.1and then started the engine to make sure I had no leaks and surprise surprise, the injector pipe on No.4 fracturedso TRGB's advice to replace all pipes was in fact justified.

Thinking back, I did have trouble starting the car when we left The Cock. I should have lifted the bonnet at the time but I guess I was lucky to avoid a fire, bearing in mind that the injectors are just above the exhaust manifold. **Both pipes fractured in the same place, that is where they join the elbow which connects them to the injectors.**

I certainly suggest that all owners with fuel injected TRs check very carefully for brittle or damaged pipes. I would have included a picture but in all the confusion I put them in the dustbin .

John Burningham



Pierre and Tim Tackle a Club Triumph Rally

Over forty five years ago I regularly took part in 12 car navigational exercises organised by a car club in Harpenden where I lived at the time; these were based on the good old one inch Ordnance Survey maps. I was happy either to drive, progressing from my first car, an 850 Morris Mini to a 1275cc Mini Cooper S then the TR4A, or to navigate for someone else.

Last autumn Club Triumph published the regs for a 12 car rally to take place on Sunday 18th November starting from Thetford and using OS Landranger map 144. The total route was to be 75 miles split into eight sections. I mentioned the event to Pierre and he agreed to navigate whilst we would both work on pre-plotting the route for each section. Whilst very rusty I thought I might remember some of the more Machiavellian tricks used by organisers to define a correct route.

I picked Pierre up in Stevenage and we had an easy journey in excellent weather arriving at the start location of Forest Retail Park, London Road, Thetford in good time for breakfast at McDonalds before the drivers' briefing at 09.00. Unfortunately only seven of the permitted maximum of twelve crews entered the event and after the briefing we were all given Section 1 to plot. This was timed as a possible tie breaker and in any event had to be completed by 10.00. Our map with route plotted had to be presented for checking and the plotting time to be noted. We were then issued with all seven remaining sections to be plotted 'at leisure' together with a card on which we were to record the letters or symbols on code boards which we should see at various points if following the correct route. Coloured roads only were to be used in plotting, unless otherwise advised and the shortest possible route consistent with the instructions. No roads shown on the map as dead ends or no through roads were to be used for plotting or driving. Crews were due to finish the event at 14.00 after which increasing lateness penalties were applied but any car arriving after 14.30 would be classified as a non-finisher. There were additional penalties for an observed incorrect direction of approach to a passage control, missing a code board or recording an incorrect one having taken the wrong route.

Section 1 involved first driving to a church approximately 6.75kms from the start. I had brought compasses for just such an eventuality but could find no church on the circumference of my circle. There was a very good reason, I had set my radius at 6.75cms rather than 13.5cms forgetting the scale was 2cms to 1km NOT 1 to 1!! The rest of this section involved plotting a route through a certain number of

green dots and red triangles (denoting on road cycle routes and selected recreational routes respectively) to arrive at the end of the section as we crossed a bridge in a particular grid square. Our plotted route was checked as OK and we returned to the car to plot more sections before leaving. Section 2 involved passing through twenty four junctions in order, the section finishing as we crossed the next grid line after the last junction. The first four junctions were given as YRR, RRY, YYY and YYYY. This meant that the first junction was approached on a yellow road and left on a red. Of course this first junction could be left in either of two ways, in order to decide which it was necessary to choose the one that brought you to a junction with a red and yellow road and so on. Sometimes it was necessary to look two or more junctions ahead to find the one route consistent with the instructions. We had one problem with this plot, missing a no through road that was the devil to see. This was a deliberate trap set by the organiser, who was nice enough to point it out when asked. Section 3 was quite straightforward, involving crossing grid lines in a given order and going the long way round at two particular junctions with the section finishing as we crossed the last grid line given.

Having plotted the first three sections we set off and were pleased to find a code board in Santon Downham that we would have missed had we not gone the long way round the triangle as instructed. The official route involved almost a mile of forest track, we attempted this but it was muddy and too deeply rutted for a TR so we turned back and took a 1 mile detour on metalled roads which was allowed without penalty. Section 2 went well but as we neared the end of Section 3, which had involved some quite poor road surfaces, an intermittent knocking noise developed at the back end. We pulled off the road just past the end of section 3 to plot the remaining five sections and investigate the knock. It was possible to reproduce the noise by pushing down vigorously on the off side rear wing but nothing could be seen to be loose/unattached. The noise disappeared later on in the rally and I haven't heard it since – don't you just love these cars!

The instructions for Section 4 involved passing near the following in order:-- H Fms, Y Fm, D Fm, R Fm, WH Fm and HL Fm to finish at F's DM. Clearly Fm stood for farm and spotting two Heath Farms near the start we thought the route would start off by passing these in turn, bringing us near to Yewtree Farm and Dovehouse Farm etc. to the section end at Fiddler's Dykes Moat. One of the two Heath Farms was actually called Heath Farms but I had obscured the final s by marking the vertical 10 grid line in black biro to make it easier to see, doh! This meant the first part of our S4 route was incorrect, resulting no doubt in a missed code board. Moral – make sure any applied map markings do not obscure any script! For section 5 we had to proceed via three given map references in order while avoiding passing through one particular MR and taking the long way round at certain numbered junctions.



Towards the end of this section we missed a junction and got lost. While we were sitting scratching our heads poring over the map a kindly passer by asked if he could help and he put us back on track after we had lost quite a bit of time. Moral – never lose your place on the map! Section 6 was a herringbone and when plotted we were pleased to find that after the 11th junction we came to a windmill that denoted the End of Section. Section 7 involved leaving successive junctions in a particular compass direction, either given by letters such as ESE or digits representing the hour on a clock face. The last section involved travelling through given spot heights to the finish at The Angel Inn on the old A11 in Larling.

At the end of section 6 it was clear that if we followed the official route to the finish we would never get there before the 14.30 cut off so we plotted the quickest direct route to the finish missing out Sections 7 and 8. We arrived at the Angel at 14.20 in time for a welcome lunch. This establishment serves good grub using local produce where possible and offers a choice of real ales. It is about a mile from Snetterton Circuit and to be recommended if you are ever in the area. At the bar Pierre promptly announced he had lost his wallet – a likely story I thought at first but he did look genuinely concerned so I returned to the car to have a look and was pleased to find it on the car park just below the passenger door of my car.

After lunch the results were announced, with Pierre and I coming in as 4th Novice with let's just say rather more fails than the third placed crew. Never mind, there is always next time, perhaps then I can navigate in the six for our esteemed G. L. We were fortunate to enjoy clear blue skies and sunshine for the whole event. The downside was some tricky driving at times on the way home into a very bright setting sun.

Tim Hunt.





What should we be doing ?

No, don't worry, this is nothing to do with Brexit. It's all to do with what **YOU** want to do with your TR and with the LVG.

The group is blessed by having an energetic trio of members who form our events sub-committee and have put together a long list of events for the year. Full listing in this TRunnion ...but also take a look at the LVG website for further updates. A wide range of activities, from large to small, from local to far away. But does it rock **YOUR** boat? What do you think is missing? What activities would you like to see taken up by the LVG?

In the past we've tried surveys but ,to be honest, the response each time has been very disappointing, with response rates of less than 10%. I don't know why - perhaps I should send out even more questionnaires ?!

Anyway, this is a request to everyone to give their ha'penny worth and tell us what you think. Basically, what would you like to see on the events list? Where should we go? What should we be doing? Who should we be talking toanything at all ???

It doesn't matter how you tell us your thoughts telephone call, email, a chat over a pint, written on a £10 notejust get in contact if you have an idea.

Pierre.



Department
for Transport

Mr Bob Owen
Director - Legislation
Federation of British Historic Vehicle Clubs

Dear Mr Owen,

RE: Vehicle Of Historic Interest MOT Exemption

The following is a statement of the effect of recent legal changes to requirements for MOT testing of vehicles at least 40 years old.

On 20 May 2018 the Motor Vehicle (Tests) (Amendment) Regulations 2017 came into force. Regulation 7 sets out that any car, van (under 3.5t) or motorcycle which is being used on a public road is to be considered a vehicle of historic interest and therefore no longer required to hold a valid MOT certificate if it:

- a) was manufactured or registered for the first time at least 40 years previously
- b) is of a type no longer in production, and
- c) has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristic of its main components.

This amended the previous exemption from MOT testing for cars, light vans or motorcycles manufactured in 1960 or before. The arrangements for the testing of old larger vehicles are different.

Please find enclosed a copy of this Statutory Instrument and a copy of the Explanatory Memorandum should you wish to refer to these.

There is no requirement, either intended or implied, that at the point a vehicle becomes 40 years old and providing the vehicle has not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to have a valid MOT certificate.

The Department and DVLA have set up an administrative process (via DVLA form V112 and the equivalent process on-line) which requires at the time of the annual re-licensing of vehicles a declaration that the vehicle is a vehicle of historic interest – in that it has not been substantially modified. This process is in place to help owners of old vehicles that have been substantially modified do not by mistake run them without a valid MOT. The Department has published information about what constitutes a substantial modification in this context and encourages owners who do not know to seek advice.

Yours sincerely,



Duncan Price

Divisional Manager, Freight, Operator Licensing and Roadworthiness





23 January 2019

For immediate release

MOT Exemption of Historic Vehicles

The Federation has argued that the DVLA process for enabling declaration of a vehicle as not being significantly changed at the time of re-licensing only, was one which could put drivers at risk of bureaucratic misunderstanding and leave them at risk from ill-briefed policeman.

We all became aware that a real example that had arisen and that the driver of a historic vehicle had received a Notice of Prosecution. The Federation urgently sought clarification of the position from the Department of Transport. We are glad to confirm that they responded promptly and positively and have provided us with the statement we copy here, which we think sets out the position clearly and succinctly and will be of real use to our members.

It may be that members who have concerns about this will wish to carry a copy of the DfT Statement in the vehicle.

We are still unhappy that the Vehicle Enquiry Service cannot show an accurate MOT status even after the registered keeper has filled in a Form V112 or checked the declaration page during online licensing. Currently it simply says, if the vehicle does not have an MOT, that no MOT information is available.

[ends]

For media enquiries, please contact:

- Geoff Lancaster, 07860 562659, commsdirector@fbhvc.co.uk

The Federation of British Historic Vehicle Clubs exists to maintain the freedom of its members to use historic vehicles on the UK's roads, hence its campaign message: 'Yesterday's Vehicles on Tomorrow's Roads'. The FBHVC has over 550 member clubs representing over 251,000 individual owners.

Driving abroad after Brexit



Some details of what the Government proposes about driving licences used abroad after Brexit. It also covers insurance and a lot of other stuff, well worth reading

CHECK this link :-

www.gov.uk/guidance/prepare-to-drive-in-the-eu-after-brexit

When I stripped out the interior of my TR3Away back in 1979I didn't empty the door pockets!

On recent garage clear-out (February 2019) I was amazed to find as below :-

Are the Stamps worth anything today ?

Don't call me for over-riders, horn, etcall now gone to metal scrap.
C.G.

