



The TRUNNION

202204 MAY





Route Check ...DID start @ Coton Orchard

Editorial ...

Support our Group Leader and the Events Team PLEASE.

The Breakfast Meet, Wayne's World evening and lots of other stuff all deserve YOUR supportso please make them worthwhile by contacting Phil or Mike today. THANK YOU.

Thanks also for words and pics for next Trunnionand now get out there and DRIVE your TR !

Cheers,
Chris.

Wednesday 25th May

£10pp

(Profits to Ukraine ambulance appeal)

"Wayne's W"

at

Thornton Arms - Everton SG19 2LD

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**DEADLINE DATE for articles
& photos for next issue is
Tuesday 7 JUNE**

Please send any Trunnion articles direct to the Editor ...as an attachment!

Keep the text small, if possible use: TAHOMA, font size 10

PHOTOS : JPEGs of finest quality please Send to Chris Glasbey, Editor:-

E: chris.trunnioned@btinternet.com

Please keep Text & Photos separate. My Publisher does not like it if pics are added to a Word doc. I like JPEGs !



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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 SITES

TR Register : www.tr-register.co.uk
TR Forum : www.tr-register.co.uk/forums
LVG : 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 : trr.lvg@gmail.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.

Welcome to "The Cock Inn", Broom (home of LVG)...give Nick a calland book yourself in for a lunch one day soon ?
Please also remember to book in advance for Lunch at Club Meeting Sundays.

For the full Calendar of events for 2022just CLICK on the link below :-

<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/02/1941/2022-events-calendar>

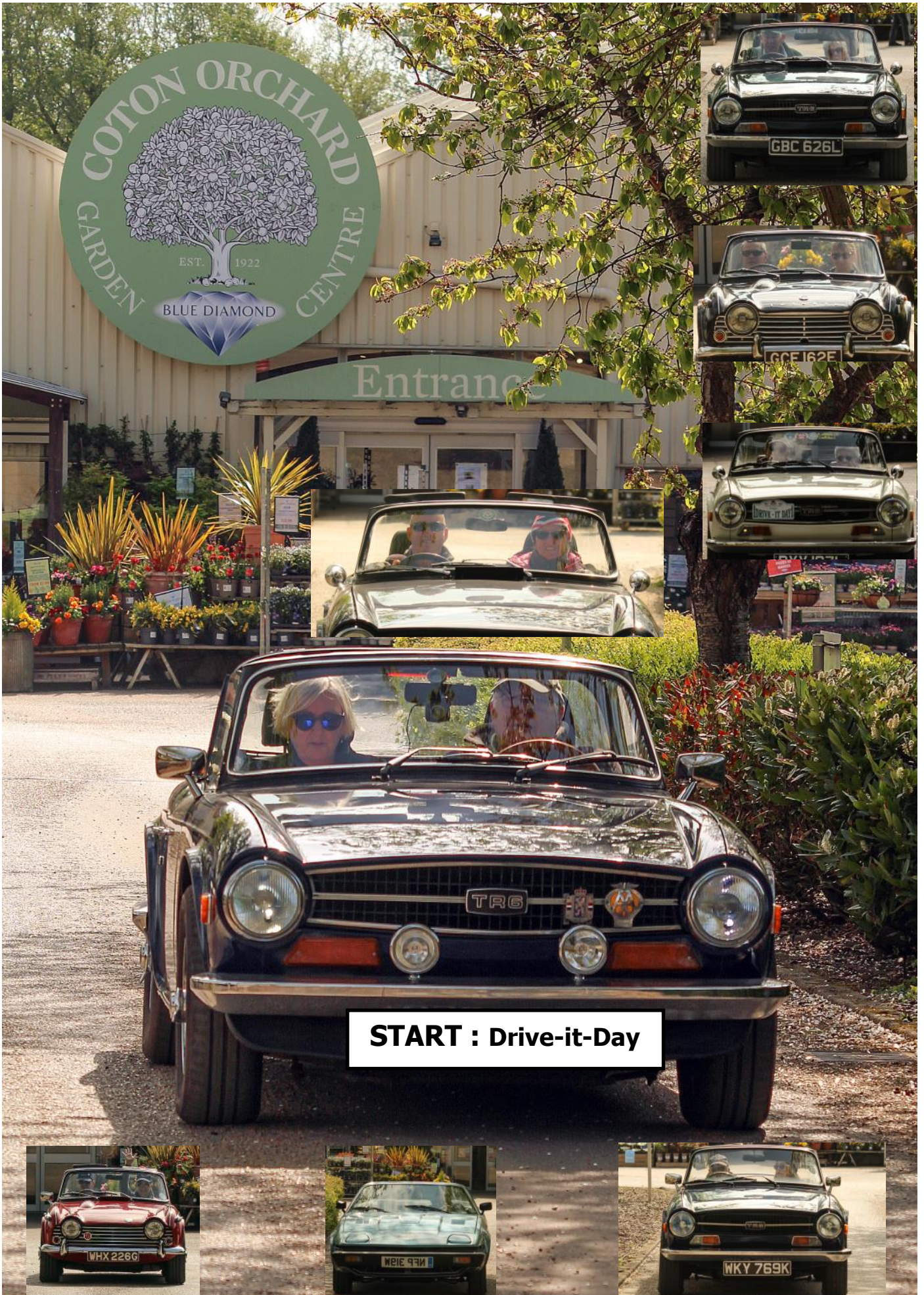


I have included this photo in Trunnion a few times, no idea who is driving it but if I ever did own a later TR, an ex-works TR7V8 would be quite nice.

On the Bluebell Run I chatted to Graham Elsmore who rallied the TR7V8 for the factory after Tony Pond had left the BL team. His navigator at that time was Stuart Harold (who today organises the Bluebell Run)

Graham said that the TR7V8 was hard to tame and definitely better on tarmac events rather than forest stages. Graham had much respect for Tony Pond, saying he could have achieved more had he driven for Ford. The Escort was a much easier car to drive with some good rally results also for Graham.

Ed.





Group Leader's Report



The recent Drive It Day run to Whitewebbs Museum was a great advertisement for intergroup cooperation. The LVG and Camb Followers staged a joint drive to Whitewebbs where we were welcomed by Howard Pryor of the NLG and met up with Ray Dore from the Essex Group. It was a good opportunity to find out what other groups are doing and I hope to continue this theme in the future, which brings me to mention, yet again, the Eastern Area Anniversary meeting on the 5th June. This will be a really good opportunity to meet up with our fellow Eastern Area colleagues. Please let me, or Mike, know if you are going to join us for this event. The offer of a free BBQ is not to be sniffed at!!! There is going to be live music, a Shine & Show and Jubilee themed games.

In the latest TR Action, you will have seen the TR Register European Breakdown App which is now available and free to download from the Register website along with a comprehensive guide of what it can do for you. I saw a demonstration at the recent Group Leaders meeting and it really looks worthwhile to install on your mobile phone. If anyone has tried it, please share your opinion of it with the group, fill up the TRunion letters page with your feedback. As time progresses recommendations from its users will be incorporated in it, making it even better.

You will not have failed to notice that the price of TRs is still continuing to climb and it is advisable to carefully check your insured value at renewal. If you are insured through the TRR scheme you can also add an "uplift" to the insured value. In the event of a claim that exceeds the insured value, the uplift gives increased funds to cover the cost of repairs. If you are insured for £30,000 and have a 50% uplift this will mean that repairs to the value of £45,000 can be carried out. I know that sounds a lot of money but the cost of professional restorations and repairs have rocketed in recent years. Food for thought, especially as the uplift is not that expensive.

TS2 will be with us just after our Shine & Show in July and plans are underway of how we can best show off the car and give members the chance to drive it, or just ride as a passenger. There will be an opportunity to join in the drive to collect TS2 from the Vale of York Group and later on to hand it over to the Essex Group at possibly North Weald Aerodrome. It would be excellent if we can get as many of our TRs together for the handover and perhaps enjoy a brunch at one of the cafes on the aerodrome, there might even be some aircraft flying. A great photo opportunity and with luck we will get some publicity in Classic Car Weekly, who are covering TS2's tour of the country.

Don't forget if there are any places you would like the Group to visit or drives that you might like to organise, please don't be shy in letting us know.

Hope to see you out and about.

Phil



"Wayne's World" Talk

at

Thornton Arms - Everton SG19 2LD

Wednesday 25th May
£10pp

(Profits to Ukraine ambulance appeal)



MAY events ...and more

Last month we asked for responses around our Summer month pub meets and our new idea of midweek breakfast meets. Although no one contacted us, we are pressing on regardless and just hope what we arrange will get some takers.

By the time you read this, our first midweek Evening Pub meeting will have taken place and hopefully some members turned up. We will continue with these meetings through the Summer, holding them on the first Wednesday of the month. The next one will be on Wednesday 1st June and we will email the pub we will use nearer the time. We are open to suggestions for this or subsequent meetings.

Who doesn't like a good breakfast?

Our new midweek breakfast meetings start on Friday 27th May at Jordan's Mill, Broom SG18 9JX

This venue has much to offer, so in addition to the opportunity for breakfast, you can also take advantage of a TouR of the Mill, visit their gardens or just shop from their retail outlet. Some of us will join a guided TouR of the Mill at 11am, so if wanting a breakfast, we suggest arrival around 9.30 (cafe opens at 9am). If you want to join the Mill TouR it's essential you let us know as we need to book numbers. We already have 6 people signed up, so hopefully this concept will work. You can browse the Mill on your own from 12 Noon, if booking on the day.

The normal Sunday monthly club meeting at the cock is 15th May and we are seeing some new faces, but there is space for more. If you haven't been before come and give it a try. It would be great to see you.

Our very own LVG Treasurer, Phil Meldrum has been a volunteer with the Catalina flying boat based at IWM Duxford for some time and he has arranged a day's outing to go and get a closer look at the aircraft, including a walk through the fuselage. The first date of 16th June became fully subscribed within eight hours of release and we are now building a reserve list so that a second visit can be planned. If you have not yet registered an interest, send us an email and we will do what we can to fix a date you can make.

Those of you who attended our Shine & Show last year will have heard the registers very own Wayne Scott compère much of the evening for us. Wayne's background in all things Triumph is extremely interesting and he has agreed to give us a talk later this month and tell us all about "Wayne's World"

Come along to the Thornton Arms in Everton on Wednesday 25th May and enjoy a pie supper, before Wayne takes to the stage. Also hot off the press, Wayne will once again be at this years S&S on 20th July.

We have seen some great TR weather lately and people are now getting out and about in their cars, see the link below for what is in the LVG calendar

<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/04/1941/2022-Events-Calendar>



BOOK NOW

Don't miss thisbe entertained !



“Wayne’s World” Talk

at

Thornton Arms - Everton SG19 2LD



**Wednesday 25th May
£10pp**

(Profits to Ukraine ambulance appeal)



**Eating at 6.45pm
&**

**Talk starting at
7.30pm**



Enjoy a Pie Supper, followed by a talk where Wayne will entertain us with his journey to be “Mr Triumph” & all things Classic.



Booking essential - email us

trr.lvg@gmail.com





Routes all planned and typed and then a message ... "Major road works and closures with strong advice to re-route" 14 hours before departure time ! No longer a relaxed Saturday evening watching a film with a glass of winebut maps out and diversion planned, with a re-route outline typed up and we are ready to go again.

A beautiful sunny start at Coton Orchard Garden Centre, with the added bonus of the Austin Seven Club assembling to do a Treasure Hunt.

At 1.5 minute intervals, participants from LVG and Camb Followers set off , with the first 43 miles straightforward through Cambridgeshire and Hertfordshire on lovely quiet, mostly 'B' and minor roads until Lower Nazeing. The choice was to continue on route and take a chance on the traffic or turn right ...as this was the only other road that crosses the River Lee in this area. Some cars took the planned route and others took the diversion. To cut a long story short, both routes were slow, with traffic jams and road works. In fact the diversion route had a road closure on it and required making a second diversion! On average, everybody took 30 minutes plus to do the last few miles but all eventually arrived at Whitewebbs Museum of Transport and were very pleased to be greeted by Howard Pryor with a complimentary tea/coffee voucher.

Whitewebbs Museum of Transport is run by volunteers in a small disused pumping station. It houses a small collection of old commercial vehicles including Fire Engines, a Green Goddess and a 1st World War



transport vehicle transformed by Chivers Jams into a vehicle for use on their farms.

We were joined by other LVG members who had driven direct to the Museum. Entertainment was provided by a Ukelele Group ...not sure why they were wearing Tommy Cooper fez's, especially as several of them were wearing them on top of their baseball caps.

After 2 hours, most of us headed off for a late lunch at the "Robin Hood pub in Botany Bay. No we hadn't been transported to Australia! The Australian version was named Botany Bay because of the huge variety of plants ...and that it was situated on a bay. The one we went to was named after this in 1777 because it was "remote and inaccessible in the middle of Enfield Chase".

Despite the horrendous traffic and endless queues, everybody had a great day out (except for Dennis & Ann Bartle who had set off for the start in their TR4A but then had major gear selector problem! They crawled back home in first gear only, jumped into their classic Mini and headed off direct to the Museum). All cars appeared to manage not to overheat and I continue to be the number one fan of the Ken Lowe fan club !



Pat.





Other cars out and about on

Drive-it-Day

Included Mike and Tyke Aldridge in the above TR5

-and Paul Richardson in his TR4A



Tony & Barbara Bannard Smith, who took some of the family for a drive in the 17hp Armstrong Siddeley



The Matterings of Mancer

Pete Muncer



*Ed notes :
As Pete will agree,
finding good venues are
the key to
any touring
event and
the route
just fits in
around
them.*



We all know the old saying "a little knowledge is a dangerous thing" – in my case, delete "dangerous" and insert "embarrassing". It was a nice sunny day, so time to give the TR a run round the lanes - jump (OK, crawl) into car, turn the key – zilch, zero, nada, b*gg*r all – dead starter motor I thought. I decided not to attempt a jump (sorry, crawl) start, as I had visions of being stuck at the bottom of the hill. My hands-off policy when dealing with things mechanical came into play at this point, and I conferred with JB Sports in Welwyn Garden City. Now comes the embarrassing bit – within seconds of Billy and Jack arriving in my garage, the question was asked "how's the battery?" Yes, it was not a starter motor problem at all - simply a completely flat battery, which had confused me, as apparently it had been fine just a few days earlier. At least this meant that I could sort the problem myself – up to that point we were contemplating getting the car on a trailer back to JB, and either a new starter fitted or the old one reconditioned (it probably needs a rebuild after 57 years in any case). The old battery was still just in warranty, so a trip to Halfords for an exchange battery resolved the problem – incidentally the price (had I been paying) would have been the same as 3 years ago, which was a bit of a surprise. Anyway I can rest easily now, as my reputation formed over many years as a complete mechanical moron remains intact.



A few days later, Billy of JB Sports was racing down at Goodwood in the Members' Meeting. He led his race in the Lola-Climax Mk.1 (see pic) for many laps and finished second, being caught by a guy in a Lotus 11, who had started from 15th on the grid, which must have been quite a drive to see. Although Billy's race was late on the Saturday afternoon, the Lola had to stay in the paddock until after racing had finished on Sunday evening – apparently the circuit then filled up with a queue of transporters waiting to retrieve their race cars – trust they all made it safely through the chicane.

The video highlights of the meeting, in particular the 50's saloon car race, caused me to blink at the screen a couple of times – the winner was a Standard Vanguard of all things, and even stranger, the fastest car in the race (until it had problems) was an Austin Metropolitan – no, I couldn't believe it either. It does make me wonder how original some of these "Goodwood Specials" are – they certainly didn't perform like this in period. Sanity was restored by the sight of a vast Jaguar Mk. 7 saloon wallowing around to 3rd place – driven by Mr. Bean himself!



On the F1 front, for the first time in 10 years, the Mercedes team are struggling. So far this year George Russell has outperformed his vastly more experienced team mate, especially at Imola where he finished 4th and Lewis Hamilton was only 13th - and Hamilton was lapped by Verstappen, which must have been a painful experience. At the time

of writing, the championship battle seems to be between Leclerc (Ferrari) and Verstappen (Red Bull), who have 2 wins each – however there are still 19 races to go, so anything can happen.

Back to TR topics, and having sorted the battery problem, my 4A was ready for the first LVG activity of the season, the Drive It Day trip on April 24th to the Whitewebbs Museum. We lived in Enfield only a couple of miles from Whitewebbs when we were first married, so we made our own way to the Museum through some lanes which we have not driven down for many years, avoiding the road works which unfortunately affected the “official” tour route starting from Cambridge. Arriving at the Museum, we were greeted by none other than Howard Pryor (former North London GL and soon to be resident in LVG territory) – I had not realised that Howard is the proud owner of one of the star Museum exhibits, a 1904 Cadillac, which must present a very different driving challenge compared to a TR. One thing I had forgotten to do was to give the TR a wash and brush-up, and although the car looked reasonably clean, it was overshadowed by the varied collection of immaculate cars brought by DID participants on display in the courtyard – oh well, concours was never my scene, particularly cleaning the inside of the exhaust pipes (actually saw someone do that at a TR International at Great Malvern some years ago).

I did clean the car before departing to Dorset a few days later for the CACCC Springing Up Tour, which this year featured a change in format compared with our previous stay-away tours. The run home to Hertfordshire previously used to form part of the tour itself – however this year it was decided to start and finish the tour in Blandford Forum, with folks free to use their own route to and from the Crown Hotel - this allowed us to have a post-tour dinner together. So, 19 assorted cars assembled for the tour in the hotel car park after breakfast on Friday April 29th, including two TR's – there should have been three, but a TR6 suffered a gearbox malady just pre-tour. Incidentally Pete Major's newly restored TR2 was making its' debut on this tour – apparently our own Mr. Chidwick has had some involvement with this car?

In line with my current approach to planning tours, much of the route utilised A- and B-class roads – however down in Dorset, even main roads can be quite “interesting” to drive. The first section of 33 miles used B-roads virtually throughout, and finished at Compton Abbass airfield near Shaftesbury. Fuel shortages appear to be happening more frequently these days (in Hertfordshire at any rate), so folks were advised to take advantage of the BP station in Wimborne, about 10 miles into the section (some idiot had designed a route which included very few fuel stations).

A minor reroute was required at the start of the second section, due to an unplanned road closure (apparently even the locals were not informed beforehand). So this section ended up as 45 miles in length, using mainly a mix of A- & B-roads, with the highlight coming towards the end, with a fine view of the Cerne Abbass Giant in all his glory. Shortly after this the route passed (I did say passed) through Piddletrenthide and then Piddlehinton, so a break for “essential purposes” at the Thimble Inn was timely – this proved to be an excellent venue for a lunch stop, and is highly recommended.

The last 50-mile section was the longest of the day, and featured a loop around the Isle of Purbeck, passing Corfe Castle, before heading back to Blandford. It was on this section, when doing the route survey some weeks earlier, that we came across a couple of Challenger tanks – fitted with L-plates!

I steer well clear of any learner drivers anyway, but especially those in a 70-ton tank.

The end-of-tour dinner back at the Crown Hotel was a great success, and coupled with the fine sunny weather, made for a highly enjoyable tour.

The next event on the CACCC calendar is Tibbles Tour on Sunday June 26th, starting from Alwicksbury Golf Club and finishing back in Harpenden at the Carpenters Arms. We will be doing the route survey soon, but being in our own area, many of the roads and junctions will be very familiar (especially those about 400 yards



More photos from Whitewebbs



from our house), so there can be no excuse for making errors with mileages and signpost names (unless someone closes a road again).

The next significant outing for my TR should be the TR Register Eastern Area meeting on June 5th at Bradfield Combust (what a wonderful name for a village) – we plan to combine this trip with a visit to friends near Bury St. Edmunds. Before this though, a little exploration of the rear end (the car not me) may be necessary – was that noise a wheel bearing showing signs of age, or possibly incipient halfshaft failure? - must be time for another call to Billy at JB Sports. However, if you stopped every time you heard a “funny noise” in a classic car, you would never go anywhere. Perhaps to the famous phrase “nowhere is far in a TR” we should add “Noise? What noise? I didn’t hear a noise.”

Finally this month, a step back in time, to the 1998 TR Tour of Ireland, when we first met David & Jane Warren – David was running a very smart red 4A at the time. We helped celebrate David’s 67th birthday in a Donegal hotel with Irish whiskey (what else – although it is well known that I only drink the stuff for medicinal purposes). Incidentally it was on this tour that a certain former LVG Group Leader out-drank me in pints of Guinness in a Galway pub (will I ever live down the humiliation?). Over the years we met up with David & Jane again on various tours in the West Country, and stayed at their farmhouse near Bridgwater on several occasions – David had acquired an equally smart TR7 in addition to the 4A by this time. Sadly he passed away a couple of years ago, which unfortunately coincided with Jane also developing some significant health problems. David had been President of the Burnham-on-Sea M.C. for many years, and this year the club’s annual charity classic tour has been renamed in honour of him. So we may be off to Somerset in July, to see Jane and to take part in the tour, starting from Glastonbury – further update in a later TRunnion.



I took a few of the photos but thanks mostly to Alison Payne for capturing Drive-it-Day ...the start at Coton Orchard and the classic Whitewebbs finish. Ed.

Pete .



LVG on Social Media ...

Alison Payne

LVG on Social Media.....what are we up to?

Not all readers are aware that we are now using various social media networks. I thought I'd jot down a few thoughts on what we are using and why.



We are using WhatsApp as a group to communicate quickly about last minute reminders, to ask for TR related advice and to share progress of repairs and builds. I'm sure most who use it find it a quick and easy way to keep in touch with other group members. All events are advertised in Trunnion and details emailed out, but WhatsApp allows members to reach each other quickly and informally.

If you would like to be added to the LVG WhatsApp group please contact Phil Sanford.



We have been using Facebook for a number of years.

I see its purpose as a way of advertising forthcoming events to members and those outside the club, and also to showcase what we've been doing. Every post includes a photo of the event and there is always a link to TRunnion when it is published.



Find us and give us a like!

We are on Facebook as TR Register Lea Valley Group.

Instagram ...



So why are we now on Instagram as well?



Instagram is a very visual platform. We are using Instagram to appeal to younger members and younger potential members. The young folk don't use Facebook anymore. We follow a number of other car clubs on Instagram and are followed back by several as well. I am posting about events we have taken part in, future events, and random pictures we have such as last year's Show and Shine. We are on Instagram as TR Register Lea Valley Group. Find us and give us a like!

If you like looking at photos of shiny cars Instagram is definitely what you need.

The pictures below show what we have posted on Instagram so far.



Alison.

LVG awarded at TRR AGM

Any Members who logged onto the Register's "Virtual" AGM on Sunday 8th May, will have been as surprised as the Committee, to hear that LVG featured in the "Awards" section.

The Wheelspinner Award was not issued to any one Group due to the restricted 2021 Event season, but a few Groups were Highly Commended and LVG were one of those. They highlighted our "Concours" Event, which was our Shine & Show which took place in July and we very much suspect Wayne Scott or Dave Solomon proposed us, as they attended from the TRR top table and Wayne helped us out with his expert compèring skills.

Although we don't look for recognition of our efforts, it is great when praise is received, especially as lots of back room work is needed to organise things. A big thank you goes out to all those who helped us put on such a wonderful Show.

This years date is already fixed, so get the date in your diaries and see you all at The Cock at Broom on Wednesday 20th July 2022.

TR REGISTER ANNUAL AWARDS 2022



TR Register

WHEELSPINNER AWARD

- ▶ ALL LOCAL GROUPS WORKED INCREDIBLY HARD SO IMPOSSIBLE TO AWARD JUST ONE, HOWEVER WE WOULD LIKE TO HIGHLY COMMEND :
- ▶ YOUTH GROUP
- ▶ LONDON GROUP
- ▶ **LEA VALLEY CONCOURS**
- ▶ TO ALL THOSE LOCAL GROUP VOLUNTEERS WHO MASTERED ZOOM TO RUN MEETINGS!



A bigger advert next month but for now just make a note in your diary
and be there OK !

Shine & Show - Wed 20 July 2022


Bring your Classic Car to our

Shine & Show Night

On: Wed 20th July 2022 - 4.30pm - Dusk



@
**The Cock Inn
 Broom
 SG18 9NA**

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

LIVE JAZZ BAND
"Lend Us A Tenor"

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:
trr.lvg@gmail.com






**FREE
ENTRY**

Grand Prize Raffle

The Bluebell Run 2022

(HRCR scenic tour)

Pat Glasbey

A cool but sunny start at car number 6, saw us set off from Hopewell Colliery Museum in the Forest of Dean. Only a short part of the tour was in the Forest among the Bluebells ...but many more were seen on route.

We criss crossed the Welsh/English border several times and ran parallel to Offas Dyke for the run from coffee to lunch, so passed many abbeys and castles on route including Goodrich Castle (worth a visit, which we did the day before), Flanesford Priory (self catering holiday flats), Pembroke Castle, Skenfrith Castle (a ruin), Longtown Castle, Urishay Castle, Abbey Dore ...and Bollitree Castle (a late 18th century folly, owned and lived in by Richard Hammond).

The first leg took us west with spectacular views of the Black Mountains, to the coffee stop at The Crown, Pantyggelli. Now at the base of the Black Mountains, the roads become more challenging as we head north parallel to Offas Dyke to reach Castlefields for a Ploughmans lunch.

The organisation for this event is very precise and departure times are to the second and in strict order so it was with some puzzlement at the first check point on leg 3 ...that we were first to arrive and we hadn't overtaken anybody ?! We had to assume that the five cars in front of us had all made mistakes. (We later realised that they must have turned right along an unsigned road but the correct turn was 0.1 after that)

We have now turned south to pass through the Golden Valley ...and due to having to reverse into passing places a few times on the green lanes are now in a mini convoy of four : a Mini Cooper 'S', a TR4A, MGB plus our TR3A. We suddenly realise that we have caught up with the MX5 which is the course opening car.

We then all come to an abrupt halt as we catch up with a combine harvester who is trying to negotiate his way past the two tractors coming towards him ! The 5 of us manage to shoehorn ourselves into a farm track entrance until the problem is sorted and then we were all let through to continue to the next check point. Here we were held back by the marshallsas the course opening car was not happy that we had caught him up. It was a lovely place to wait, with some beautiful brown cows and their calves for company.

One very interesting place we passed was the Pontrilas Army Training area, which is the training camp of the SAS. It is absolutely vast and the public road goes right through the middle of it with strict instructions ... no stopping under any circumstances (Ed notes: high razor wire fences either side of road. MOD wanted to close this road to public but alternative routes around are liable to regular flooding and would mean cutting off village access).

We next cross the River Wye and have a beautiful 3 mile drive alongside the river in glorious sunshine.

After the 122 miles, we finish at the Paddocks Hotel, Symons Yat for an excellent 2 course meal, having had a fantastic but hard driving and navigating event. No mistakes by me and all 14 check points visited.

A round trip of 500 miles recorded. It is great to be back on the road again. Can't think about the cost We reckon with the fuel, accommodation and food price increases, these weekends are costing £100 plus more than pre-pandemic.

Pat.



Letters ...

Dear Editor,

Thanks for another great productionalways interesting reading and glad to see Jon Hanna's contribution on his V8.

However, the Ferguson tractor's engine was **NOT (repeat NOT)** chosen for the TR. Although there are similarities (wet liners), the Vanguard and Ferguson engines were developed in parallel ...and the TR engine was developed from that of the Vanguard. See my 2-part article in TR Actions 241 and 242 (March and May 2010), described by Graham Robson as "definitive".

Ian Cornish.

Thanks Ianand maybe more on this topic in a future Trunnion. Ed.

Space for your letter maybe next time**all write ?!**

Photo below taken of Editor and wife on the Bluebell Run (7 May). Great to be back on tour and driving some of the best roads in Britain.

Fill that tankand get driving even more Enjoy .



Best new car to LVG – 2021

Due to a family wedding, the winning owner of the best car to join the Group last year, could not make the Kick Off Lunch to receive his award. GL, Phil Sanford and Mike Aldridge eventually found a free day, when the sun was shining, to go and formally present the cup.

The recipient of this prestigious award is Bill Neilson who has an absolutely immaculate TR4 in Powder Blue. The photos of the car do not do it justice. When Bill made his purchase it was already in excellent condition, but he has set about making many improvements, while still keeping true to originality. The result is a truly wonderful TR that we will all now see out and about in LVG land.....and at least it's not a red colour!!!!



