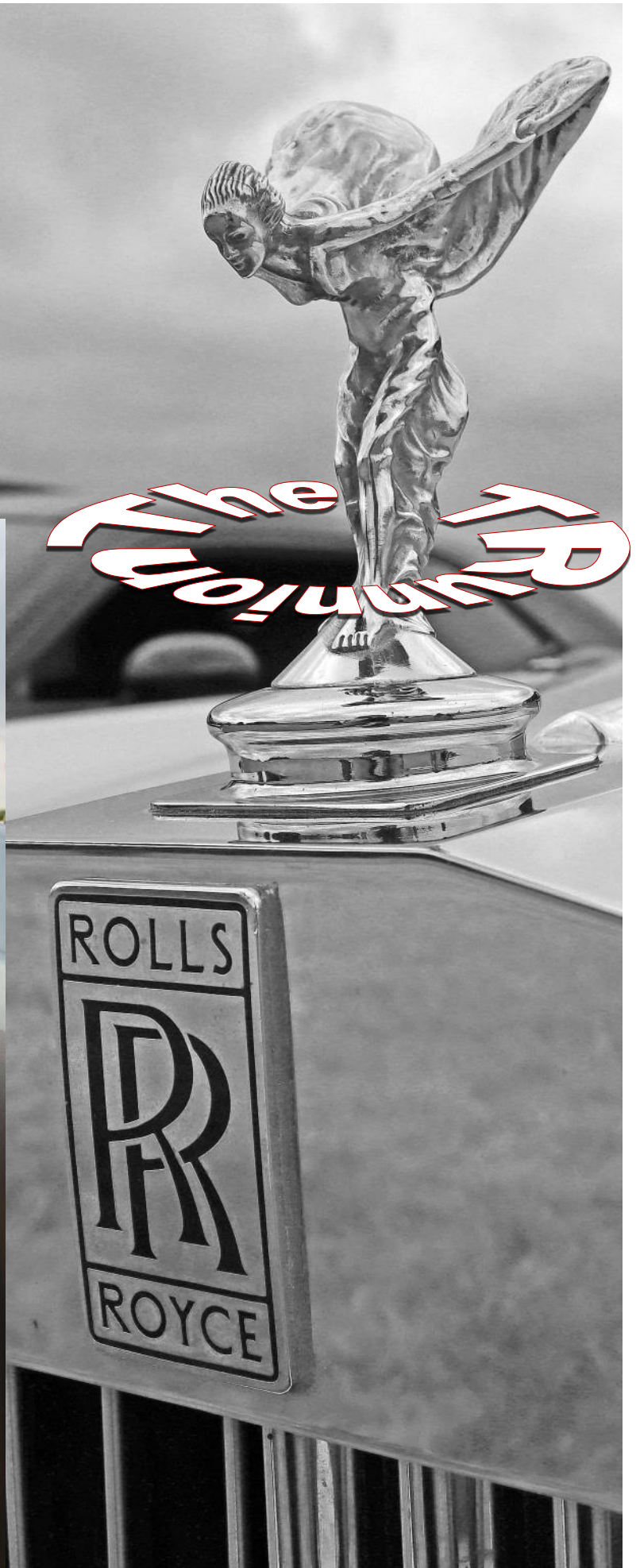
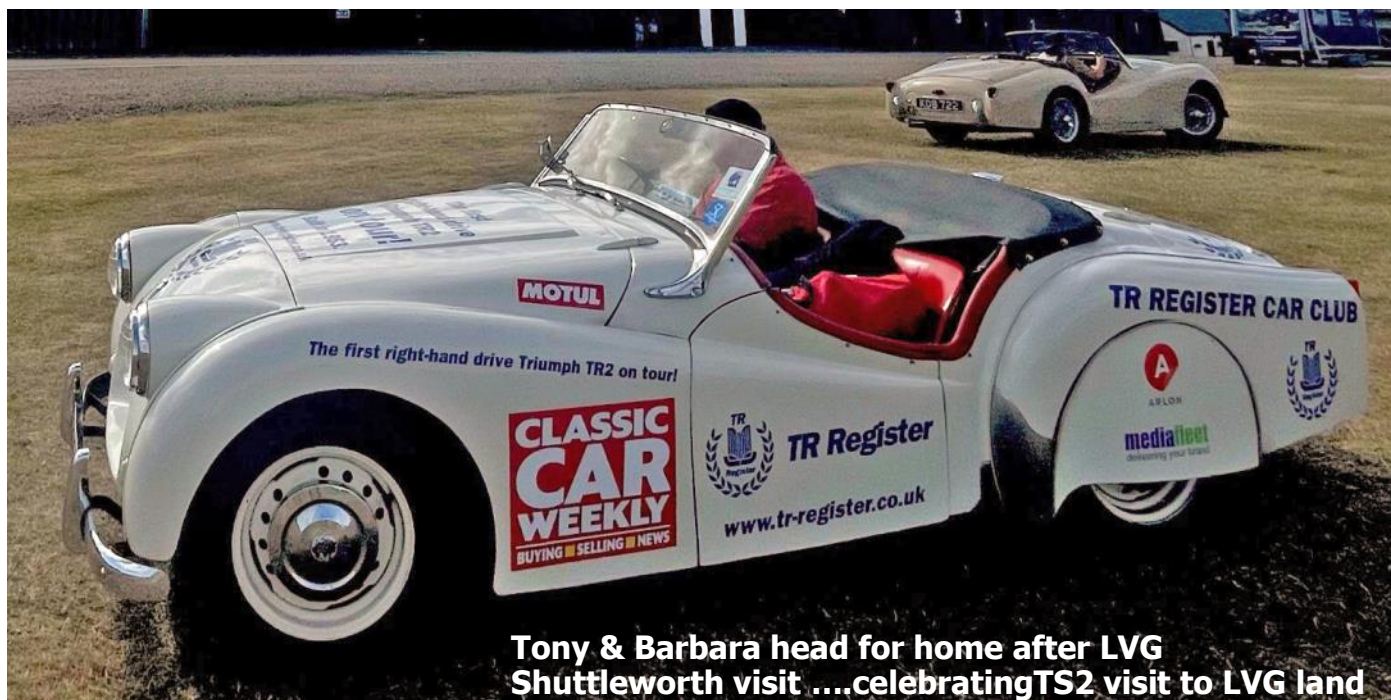




202207 August





Tony & Barbara head for home after LVG Shuttleworth visitcelebrating TS2 visit to LVG land

Editorial ...

Can't think of anything to say herebut thanks to Tony for offer of help following a hot water splash on my foot whilst driving the TR3A. Yes it was hose to the heater, now replaced.

Hot Air (any car)do you check your tyre pressures early morning or eve rather than mid day in Summer when you will get a false reading in the heat. Thoughts please?

Chris.



What's IN ...

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**DEADLINE DATE for articles
& photos for next issue is
TUESDAY 6 SEPTEMBER**

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>



Shuttleworthwith TS2 and friends



Bring your Classic Car to our

Shine & Show Night





Group Leader's Report



It was really good to see so many of you at our recent Shine & Show and apologies to those of you I missed and did not get to say hello to. It was a very busy night with about 200 classic cars attending. Thankfully the weather was cooler than the previous few days which allowed us all to enjoy the evening without feeling like we were melting. There were some truly stunning cars on show, which I am sure caused the judges a few headaches in choosing the best in each category. Wayne Scott returned as the TR judge and M.C. and gave us some really good background information on why classic cars are not as harmful to the planet as many people think. Many thanks go to all the volunteers who helped make the evening run so smoothly, we could not stage the event without you. Thanks also go to Nick and Michelle at the pub for allowing us to use the paddock and opening up the new "bar without a pub" at the "pub without a bar"!

The very next day we picked up TS2 from the White Rose Group, our rendezvous was at a pub in Colsterworth just off the A1 half way between the two groups. Tony Bannard-Smith had very kindly agreed to be TS2's keeper for its stay with the LVG and he accompanied Mike back in the car. His experience with early TR's was much appreciated as was his arranging for the visit to the Shuttleworth Collection on the Sunday. We had 30 TRs plus a few others classics on show and we were treated to a glorious sunny day.

The next TS2 visit was to Raceworks in Steeple Morden to pose for a photo next to a Le Mans development car owned by member Geoff Gordon which has undergone a complete restoration and should hopefully be racing at the Silverstone Classic at the end of August. Then it was on to Robsport to be photographed next to the TR7 they are recommissioning for the TRR to be loaned by the club on the Young Driver Scheme. Finally next day it was handover to the Essex Group at the Squadron Café on North Weald Aerodrome. There a good crowd turned up from both groups and it gave us the opportunity to enjoy a "Full English" in the middle of the day, this was of course the zero calorie version (I wish).

At our last meeting at The Cock it was a pleasure to welcome John and Denise Welch in their lovely yellow TR6, which John has owned for many years and had restored to its pristine condition.

Also, we welcome new member Paul Garvey who has recently purchased a TR4A, hopefully we will soon see Paul and his car at a meeting as he lives locally.

Finally, don't forget to check out our events calendar at <https://www.tr-register.co.uk/group/lea-valley/social-report/2022/02/1941/2022-Events-Calendar>

Phil



August Events .. Summer madness

It certainly seems like madness, with events happening practically daily. However, let's not forget 2020 when we couldn't even drive our cars for some of the year, let alone congregate with other Classic Car nuts.

Phil has given a good résumé of our July events in his report and as you can see there are many opportunities to join us and get out and about in your cars.

By the time you read this, we will have just attended the Pirton show, which is a keen favourite each year. As this is written, we know of at least 15 cars who plan to attend and with another heatwave passing through, top down motoring has never been better. Mind you some of our sidescreen owners are resorting to putting their flimsy roof on to stop their heads burning☹.

See the LVG Events page for all the local events that we are aware of and we will sure to be at some of them. Although we are not organising a specific group attendance, some members will probably be attending both Knebworth Classic Car Show 28th & 29th August and LVG member, Geoff Gordon is hoping to be racing his recently renovated, race prepared, TR2 at the Silverstone Classic across the same Bank Holiday weekend 26th-28th.

This years TSSC Duxford Triumph day is being held on Sunday 4th September and we are all invited to join them. See the advert elsewhere in TRunnion for full details or ask us via

trr.lvg@gmail.com

Sorry folks, but it won't be long before cars are being tucked up for the winter, so get on out and join us, while the sun still shines.

Full events listing link below.

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

Phil & Mike

LVG Events



Shine & Show



Tony Bannard-Smith
reports very recently :-

*Well I'm glad some
others are working on
their TRs in this hot
weather.*

*I enclose two pics: end
of yesterday: two coats
of Primer*



*....and today, after the
first two coats of Red .*

*Cellulose dries really
quick in these
temperatures !*



Tony.

Show & Shine

See website Gallery for photos by Alison Payne





The Mutterings of Muncer

Pete Muncer



Well, it appears that even senior LVG personnel are susceptible to the "Dreaded Lurgy" (any younger readers please refer to the Goon Show 1955) – our Honourable Editor was afflicted last month, but fortunately with relatively mild symptoms, and even more fortunately, he recovered in time attend the Shine & Show evening in his "Press" capacity.

Talking of which, yours truly did not attend either S&S or the TS2 tour activities, being in deepest Cornwall at the time (cries of "Disgraceful!", "Appalling!", "Has he no shame?" etc.). I also missed the Luton Hoo gathering earlier in July - maybe I should resign, something which seems to be in fashion lately. Anyway we had a very pleasant holiday in the West Country in the VW campervan, with stops in Christchurch to see family, then Dartmouth in Devon, and on to Marazion and Treen in Cornwall. At its peak on July 18th the weather was slightly cooler in Dartmouth (30 degrees) than in Hertfordshire (39!), and later in the week, 21 degrees in Cornwall felt positively chilly. Incidentally we came across an interesting TR variant in Cornwall (see pic, top left of vehicle) – this could be the virtually unknown TR99 prototype - the short wheelbase seems to indicate that the vehicle may suffer from understeer and oversteer simultaneously, and clearly porpoising would be a major problem, as there appear to be fuel tanks at opposite ends of the vehicle, judging by the (empty?) fuel containers lying on the ground,

I was not planning to go to the TR & MG Weekend at Stafford, but in any case the event has had to be cancelled, due to lack of numbers booked to attend. No doubt there will be much discussion and many theories as to the reasons behind the cancellation – peak holiday time / some folks still being cautious post-Covid / costs (especially fuel) etc. I do wonder whether smaller regional gatherings might be the way forward – although we enjoyed attending the TR International at Great Malvern for a number of years, almost inevitably it did become a bit repetitive and presented the same routine each year. Of course for the concours competitor there was the challenge of buffing up your parts, but I think my views on concours events are well known. Anyway it was a shame that this year's Weekend had to be cancelled, especially after last year's successful event.

Shortly after these Mutterings are published, we will be using the campervan again to carry out the route survey for the CACCC Falling Down Tour – my theory is that if we can traverse the narrow Cotswold lanes in the VW, it should be a piece of cake in a classic car (although a Rolls Silver Shadow might struggle a bit). By the time of the tour itself in September, the TR4A should be back to full health with a fully functioning rear end (i.e. new driveshaft u/j's etc.), after a couple of months of hiding away in the garage.

The campervan is getting more press coverage than the TR this month (maybe I should be writing instead for Campervan Magazine) – anyway, early in September, before the FD Tour, we will be taking the van "sur le Continent" for a 10-day holiday, driving down to the Dordogne and back. This will be our first foreign trip for 3 years and therefore our first post-Brexit – hopefully we won't end up in the Bastille for any transgressions of whatever regulations France and the EU now have in force.

I was intrigued to read Wayne Scott's article in TR Action 338, comparing a TR6 with a Mazda MX5. The verdict seems to be that the MX5 will get you to your destination very comfortably and smoothly,

but without the “pizzazz” or “buzz” that a TR would, which is understandable – but having said that, a drive in any open sports car would be enjoyable given the right conditions (so not in the pouring rain on the M25). I intend to be driving and enjoying my 4A for some years yet, although in a few years’ time the car will be 60 (and I will be a trifle older than that). However, if circumstances or choice at any point indicate that the TR should be moved on, an MX5 would be an obvious replacement for me (I have MX5-style seats in the 4A already, courtesy of Moss some 20-plus years ago). Of course at some point in the future I might be capable only of controlling an invalid buggy or a walking frame –

I wonder if a buggy has oversteer or understeer on corners? – I suppose that a key factor would be the type of surface, carpet or lino - would a buggy be affected by porpoising, or would that be just the driver suffering from a bit of the “old trouble”? – there are so many issues to be considered.

Seriously though (who, me?), at some point (but hopefully years away), all of us will be faced with the decision to say farewell to our TR. My own view is that I have had 30 fun years of TR activity already, and although undoubtedly I would be sorry to see the car go to a good home, all things must come to an end eventually. Certainly I do not want my family to feel that they should “inherit” the car, and continue to be responsible for looking after it – this is unlikely anyway, as one son-in-law is into boats and old Land Rovers, and the other son-in-law also has a boat and is a very keen rock-climber – our daughters are more likely to squabble over who gets the campervan.

This is all getting a bit serious, so time for some light relief – I claim a new lap record! Nothing to do with TR’s or indeed any sort of car – the only vehicle involved was a golf trolley. So the record claim (at least for senior golfers of my generation) is for 18 holes in 2hrs 40 minutes around Welwyn Garden City G.C. with 2 players (or as we say in the trade, a 2-ball – stop sniggering at the back).

I am aware that there are some other golfing types in LVG, so maybe we should have a challenge match, over 18 holes, Le Mans-type start running to your trolley, extra points for the fastest time from tee to pin. Incidentally my record claim was played in 30-degree temperatures, so I was several pounds lighter at the end of the round – fortunately the recent trip to the West Country allowed me to visit various hostelryes, and consume a variety of libations to assist in the reclamation of lost weight – I still can’t decide which is my favourite, Doombar, Tribute, or Fursty Ferret.

Finally on the F1 front, the Mercedes team were back to form at last at the recent Hungarian G.P., with pole position on the grid – but not with Sir Lewis at the wheel, instead the team’s “no. 2” driver George Russell provided a shock to Ferrari and Red Bull – although in the race Hamilton (2nd) and Russell (3rd) had to give best to Verstappen, who had one of his best ever drives to win, having started from 10th. A sign of the times – most of the leading F1 drivers now are in their mid-20’s, while Hamilton is 37 and Alonso is positively ancient at 41 - Sebastian Vettel meanwhile at 35 has decided enough is enough and is retiring at the end of the season. I wonder what is the age of the oldest driver of a TR? Of course the tidy result would be to share the same birthday year as your TR – so early TR2 drivers would have to be in their late 60’s, and so on - I suspect that, like me, most drivers are older than their cars.

That’s it for this month – next time a note on our French trip, but more importantly reporting some TR activity on the Falling Down Tour.

Pete .



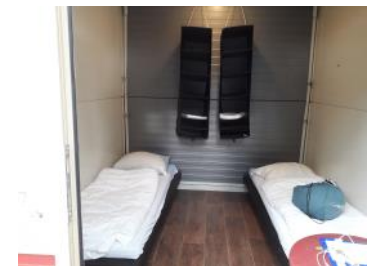


You will have read an excellent article in the previous edition of TRunnion, about a trip to the 2022 Le Mans Classic but here is a brief run through of my own experiences.

Avid readers of TRunnion (specifically issue 2018/5) will know all about the Lea Valley 2018 expedition to the Le Mans Classic Weekend. On that occasion the LVG contingent experiences ranged from excellent emergency reaction to breaking a front wheel halfshaft to behaving responsibly to avoid sunburn. Both the 2018 and 2022 trips were carried out under the general arrangements provided by Motorsport Travel Destinations (MTD), covering the crossing of the English Channel, accommodation at the circuit and access to the circuit, main grandstand, pits and paddock. Additional options available included picnic hampers and parade laps. For this trip in 2022, I went for the lot! As it turned out, other LVG members (Nick and Dan Theze, Mike and Dave Rawlings and Ray Perkins) had also decided to experience the LMC 2022.

My weekend started at Portsmouth with an early Thursday crossing to Caen in a ferry that carried what was probably the largest collection imaginable of all makes of classic cars. The Portsmouth- Caen option involves a longer sea crossing of course but reduced mileage driving in France, Nick and Mike also started at Portsmouth but we had not decided to travel as a group and as I was travelling alone, I elected to use the autoroutes rather than attempt navigation on the more interesting national and departmental roads, so once again was able to exercise my SANEF Emovis 'Bip and Go' tag to speed through the toll stations, often without actually stopping. I felt really sorry for one pair of people on their way to the LMC in their MGBGT, when the rear section of their exhaust parted company from the remainder before they had even left the ferry. Now that is a really tough start to a weekend away!

My accommodation for the weekend was in the MTD Flexotels. This was also the choice made by Nick and Mike, although Nick and Dan chose the Comfortel option that gave them their own en suite facilities – thus avoiding the 3am walk to the communal facilities 100m away. Ray meanwhile had used the Folkestone Tunnel crossing option and took on the longer drive from Coquelles, Calais to the MTD campsite



next to the famous Porsche Curves, unfortunately encountering a lot of rain on the journey.

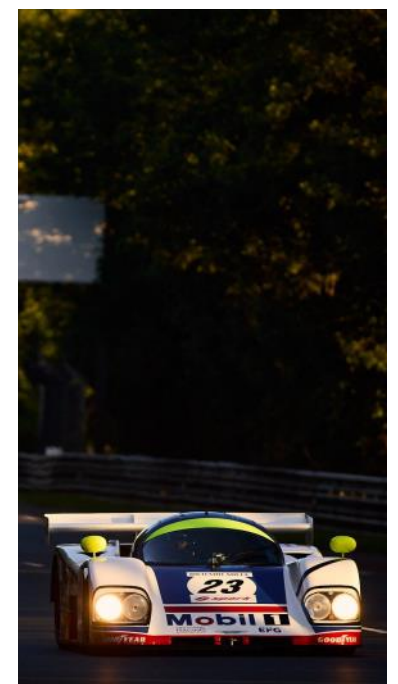
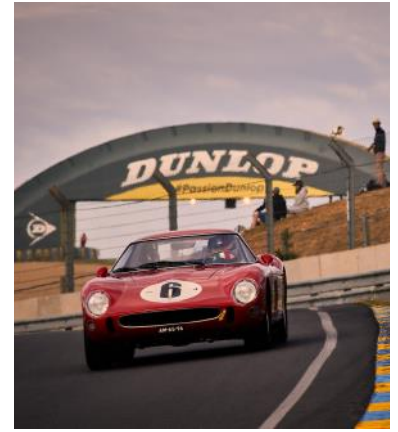
The MTD red carpet welcome was a good sight after coping with the Le Mans afternoon traffic disrupted by local road closures (part of the circuit uses important local roads).

A quick check in, followed by a cup of tea and piece of bread pudding saw me relaxing outside in the very warm evening sunshine at my picnic table, before visiting the onsite private bar and BBQ.

For those of you who may have forgotten the info provided in Trunnion 4 years ago, the accommodation comprises half a shipping container, fitted out with a pair of single beds, a hanging shelf system, a picnic table with 2 chairs, electricity and your own parking space alongside the container. There were several dozen such units plus the communal toilet and shower facilities as well as the bar and BBQ, all encircled by a security fence with the site entrance manned all day and night by MTD staff.

The Flexotel 'village' is located inside the 8.5 mile circuit with the famous Dunlop Bridge a mere 10 minute walk away. – a really great great viewing point to see action. Also not far away is the Le Mans Village where you can find hundreds of shops selling masses of stuff related to motoring in general and not just motor racing. Indeed one outlet that was pretty popular (but not as much as the Carlsberg bars) was selling Citroën 2CV cars that were 100% powered by batteries. Conversion kits cost around 8900€ but it is also possible to buy a brand new fully electric 2CV for around 35000€. Just thought I'd mention that snippet as there has been some recent interest in 2CVs declared in the LVG WhatsApp comms.

Regarding the on-track action, Friday is all about the competitors getting day and night track practice and to set qualifying times to establish their grid starting positions. This continues through Saturday afternoon and evening into Sunday. The competitors are allocated to one of 6 categories, called plateaus, based on the era of the car being driven, going back to cars raced in the 1920s. There were also other supporting races, involving the Global Endurance Legends, such as Audi R8, Ferrari F40, 360, Ford GT40s, and McLaren F1s, plus the iconic Group C racers, and single marque races for Jaguars or Porsches. In essence, there is always something happening on track. Interspersed in all this are 8 club parade sessions, when it is possible for non-competitors, like me, to drive their own car on this famous circuit. All you need to do in order to have this experience is book and pay in advance, get yourself a crash helmet and turn up at the right time in the right place. I did this during our 2018 visit and enjoyed it so much I decided to do it again. However, this time it was much less enjoyable as there was a mixing of both classic and modern cars on the circuit at the same time, contrary to the 2018 experience, meaning that even when pushing hard in the TR, other cars, mainly Lamborghinis and Aston Martins were passing at significantly higher speeds, such that it often became rather stressful. Of course, in the back of your mind is always the thought that you are driving your pride and joy and it has to get you home at the end of the event. Having said that, taking your classic out on a track is a really enjoyable experience and can



be done without spending too much money especially when done through the TRR - and you don't have to leave the country to drive some really good circuits.

I have mentioned the shops where many things automotive can be bought. How about a table lamp based on a Ferraro crank shaft that would set you back 1900€? Or a rather smart crankcase on its end to hold 8 wine bottles instead of pistons. That one had a price tag nearly twice that of the table lamp. I bought a T-shirt for 35€ and a hat for 9€!

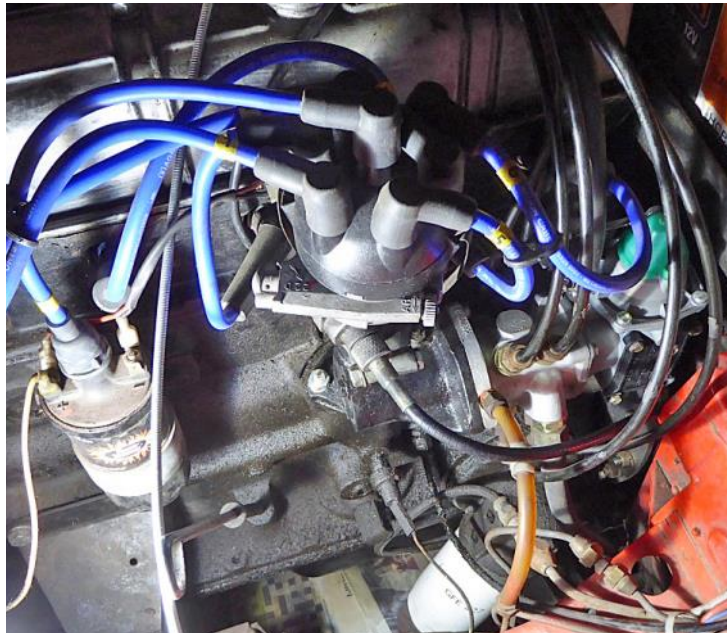
All of a sudden, it was Monday, time to leave and head for Cherbourg for the evening crossing to Poole. A departure delay of half an hour and taking nearly 2 hours to disembark the ferry and get through the UK passport check, was made even worse by several Motorway closures on the way home. Really annoying after no hold ups on any of the autoroutes except for one short distance of a lane closure. Today I received the invoice for the tolls on this trip as registered to my Emovis tag, totalling 35.60€ - I'm happy with that given the quality of the roads and low level of traffic. I used 98 octane Total fuel, bought at autoroute service areas and found the cost per litre to be marginally lower than in the UK at £1.90 per litre, although that is based on the exchange rate I got when buying Euros a few weeks ago.

Would I go again? Probably not – been there twice got the T shirts. In my opinion it is much better than the Silverstone Classic weekend and I would recommend it to anyone who has an interest in classic cars, especially race cars of any age. The Flexotels would not be to everyone's taste but MTD offer alternative accommodation in the form of real hotels and different types of camping experience, or of course you can totally freestyle a trip or use an alternative provider.



Pierre.





The Triumph Mechanical Petrol Injection System – It's not magic!

First, I am not an expert on the PI system, but I have read a lot about it. Be aware of the phrase that starts 'a little knowledge . . .'. I offer no guarantee that everything I have written is 100% correct, but that is my belief, and I take no responsibility for whatever may occur(good or bad) should you do what I have done.

I write this a short while after having had the Metering Unit (MU) (sometimes referred to as the Fuel Distribution Unit) in my TR replaced after a report of the original developing a leak – and with fuel supplied to it at 105psi, a leaking system is something to avoid.

Some background first. My TR6 has consistently returned about 27 mpg on normal driving but has exceeded 30mpg on a long gentle motorway run. It has also been down to less than 20mpg driving in the Alps or doing circuits at Le Mans, Spa and Cadwell Park. Now, I am sure that there are people out there with carburettors who are smiling at these numbers but I don't care – I just love the way it drives. Following the replacement of the leaking MU however, I found that the consumption had increased from 27 to 22mpg overall and I wanted to get back to 27 or possibly even better.

I then recalled an article in the TRR Technicalities CD and covered some time ago in TR Action, that described a simple step that can be taken to reduce consumption, that I will now summarise as best I can. The full info is in section L (around pagesL56-L58 of the CD. Incidentally, the Brown Bible AKA the Triumph Repair operation Manual, part no: 545277/E2, contains an easily understood description of the inner workings of the MU in sheets 2&4 of section 19.35.00 P.I., so I will not attempt my own description of how I think it works.

As described in the CD, the objective is to reduce the travel of the shuttle that whizzes to and fro inside the central rotor between a fixed stop and a stop that varies in position depending on throttle setting. In essence the amount of fuel injected on each pulse depends in part on how far the shuttle travels each time it moves. The distance travelled can be reduced by inserting a shim at the variable stop between the cam roller and the control link in the MU Control Unit. At this

point you will encounter the only awkward thing about the task – getting access to the lower part of the Control Unit. The photo should show a black plastic rectangular panel below the grey body of the Control Unit, the top of which has a green plastic cap. The rectangular panel is held in place by 4 screws that cannot be easily reached with a normal screwdriver - I managed it by using some right-angled screw drivers. I also replaced the screws with hex headed bolts to make it easier should I want to release the cover again. Incidentally, I left the lower rear screw in place as I found that with the other 3 removed, I could sufficiently swivel the cover out of the way to do what I needed to do. So what is it that needs to be done? Basically, choose a shim thickness guided by the CD info, cut out a shape to the dimensions shown in the CD, slide it into the Control Unit and refasten the plastic cover. Incidentally, below the green plastic dome are three calibration screws that can be used to set the position of the links that limit the shuttle movement in accordance with the inlet manifold vacuum as set by the throttle position. These should not be adjusted without using a proper test bench, as they interact in a complex fashion.

The CD describes a very simple process to assess the shim thickness required, I used a 10 thou shim, having found that 8thou or less had no effect and greater than 12 thou caused slight hesitancy and introduced popping in the exhaust that I did not want, despite my love of the ‘music’ produced by the boxer engine used in the marvellous Alfasud. Of course, before embarking on this shim route, it is always necessary to ensure the engine is basically operating as it should with a clean air filter in place. One thing I had forgotten to mention up front is that the basic bench set up of the MU is on the assumption that all cylinder compressions are in the region of 150psi. Variations between cylinders, whatever the actual numbers, will prevent really smooth running. Fuel delivered at 100-110psi is also required

If anybody fancies having a go at this, I do have surplus stainless steel shim material that I am happy to donate. The technicalities CD is worth having, a copy of which you should have received when you joined the Register. If you didn't then I suggest you contact the office to get one sent to you. The Brown Bible can be found on the internet and sometimes on the TRR forum in both paper and downloadable forms and is pretty much an indispensable document for TR6 owners who don't mind getting their hands dirty and no doubt in many respects for TR5 owners as well, although I believe that there are other documents available that are specific to that model.

Pierre.



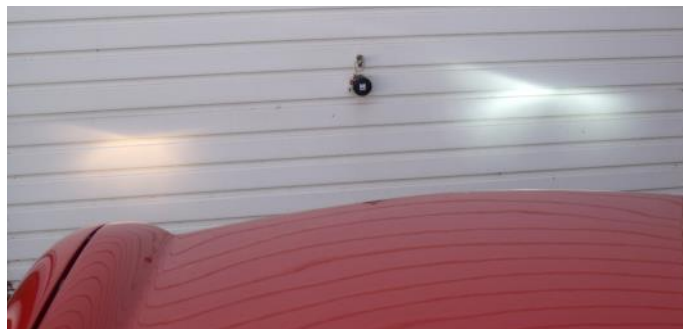
Further updates from Pierre ...

Shim update

You may have seen elsewhere some words about me putting a shim into my metering unit to improve fuel consumption. Finishing with some words about not yet knowing the result of inserting a 10 thou shim. Well here is a little update. On the basis of about 390 miles of mixed driving, a mix of a sedate(60-70mph cruise) A1 drive to Stamford and the less-than-sedate drive to the North Weald airfield (transferring TS2 to the Essex Group, measured consumption has improved from 22ish mpg to about 32mpg. The only other point to note is an occasional tendency to light popping in the exhaust when on the over-run before the engine has fully warmed up. I'm OK with that. Summary- so far so good.

Plus

On another topic. I have also just installed LED headlights, having thought about it on and off for many months - probably like most of us. It was very easy to do using the kit from Classic Car LEDs. As of right now, I have not yet tried them by driving in the dark but a quick check against the garage door this afternoon in broad daylight shows what can be expected when compared to the Osram Night-breakers, that I had previously considered as 'adequate', being already much better than the original lamps. And yes I know that I need to adjust the alignment. Now need to complete the upgrade of external lamps by addressing the indicators.



PRESCOTT SPEED HILL CLIMB

Sunday 7 August ... Pat Glasbey



It's 3 years since we last attended this fabulous event and it seemed bigger and better than ever.

We arrived at the start of the first of two timed runs ...but spent the first hour going round the paddocks looking at the vast variety of entrants, from Austin 7's to Frazer Nash's to Riley's and Alvis plus Bugatti's and my absolute favourite ERA's.

The short course was in use this weekend, so we walked up the left side of the course to watch the last 8 classes before the lunch break.

We walked back via the paddock and stopped to watch the Eureka Band Paradea jazz band with a very dressed up middle aged lady dancing in front of them ...hilarious.

We saw the return of the Trojan Parade which had convoyed up the Hill ...and then went to see these amazing Utility Vehicles parked up in the Vintage Car Park amongst about 200



historic cars parked in this area.

The first Trojan was built in 1913. It has a paired-twin two stroke engine with only 7 moving parts (1 crank, 2 con-rods, 4 pistons). The solid tyred utility vehicle cost £125 in 1925.

After lunch we climbed up the right side of the course, which was packed but we managed to find a space at Pardon Hairpin really close to the track. There was only one major delay when a car spun around on the hairpin in it's own oil slick, coasted back down to the marshall post, spilling more oil and was eventually pushed off the course. The trail of oil covered over 100 metres and took the marshalls 20 minutes to make the course safe.

My favourite class , by far, was the Edwardian cars. The oldest was from 1906 and the youngest from 1918. What roaring monsters they were. Included were a Sunbeam, a Vauxhall, Wolsleys, Talbots and many more.

My favourite ERA's performed well and overall this was a great event and well worth the 2.5 hour drive each way.



Pat.



Ed's note: here is one of the ERAs (English Racing Automobiles) being checked out before first of Sunday's timed runs up the hill. Note rear wheels jacked up and driving, all part of the pre-race warm up for these cars.



the TSSC Herts & Beds Area

DUXFORD



ALL TRIUMPH & CLASSICS DAY

IWM Duxford
Jct 10. M11
Sat Navs use
CB22 4QR

SUNDAY September 4th 2022



Classic Car Entry 9 am till 12pm (mid day) don't be late

Event Entry Adults £20.00 each

Payment by cash only please (all will be sanitised)

Full site access till 6pm

TSSC Club Shop on site – TSSC Valuations

On site quotes from Peter James Insurance

Raffle & Refreshments Available

Covid rules of the Day will apply

Sorry, No Dogs, Stoves or BBQ's allowed

CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.com

Letters



Dear Editor,

Thank you for continuing to produce a monthly issue of TRunnion. In this techno world of immediate information via social media, perhaps we could scrap TRunnion since we now have highlights of LVG events on the club website....which I hope you all check regularly!

Up to 200 readers are receiving this and I understand the fan mail for that Muttering man has reached an embarrassing level ...but we do enjoy his frank thoughts.

Can we expect articles on extreme ironing and gardening tips in future issues ?

Rather than just pictures of more of the same TRs at events, it would be good to see members around the cars also.

This is the first Summer where I feel it is too hot to melt in a TR and the modern air-con car is hard to resist.

Please keep this page open for next issuejust in case you receive any comments.

Kind regards,

Chris.



*Making up for the lack of later TRs in TRunion here we have Roger and Alison's TR7
.....and it isn't larger-than-lifethe Drive it Day plate is a very small version*

